### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**58** 

Mecklenburg County Town of Boydton Town of Chase City Town of Clarksville Town of LaCrosse Town of South Hill

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

**U.S. Department of Transportation** Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					IVIECE	Kleriburg Mairiter	iance An	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				- 1											
$\sim$	4.00	4400	_	From:	40/	North Carolina Stat		00/	_	0.004	_	0.504	1100	0	2002
1)	1.99	1100	G	83%	1%	3% 1%	12%	0%	F	0.091	F	0.531	1100	G	2002
~~~				To: From:		58-712									-
{ 1 }	6.98	1800	G	83%	1%	3% 1%	12%	0%	F	0.077	F	0.540	1800	G	2002
<u> </u>				To: From:		US 58 Big For	·k								
(1)	3.43	8200	G	92%	0%	3% 1%	3%	0%	F	0.079	F	0.564	8500	G	2002
$\odot$				To:	Ţ	JS 58 Near SWCL S	outh Hill								
~~ ~				From:		US 58									
{ 1 } (780)	0.17	110	R							NA			NA		1993
$\bigcirc$				To: From:		US 58 BUS; US	S 1								
1 Danville St	0.16	5100	N	92%	0%	3% 1%	3%	0%	Ν	0.093	Ν	0.506	5300	N	2002
$\bigcirc$				To:		SCL South Hi	11								
Town of South Hill															
Town of South Tim				From:		SCL South Hi	ll								
1 Danville St	1.89	5100	G	92%	0%	3% 1%	3%	0%	С	0.093	F	0.506	5300	G	2002
				To:											
1 Danville St	0.28	6900	G	92%	0%	Locust St 3% 1%	3%	0%	F	0.09	F	0.559	7200	G	2002
1 Danville St	0.20	0900	G	<i>3</i> 2 70	U 70		J /0	U /0	I,	0.08	1,	0.008	1200	G	2002
~~				From:		Plank Rd									
1 Danville St	0.09	8300	G	92%	0%	3% 1%	3%	0%	F	0.087	F	0.528	8600	G	2002
~				To: From:		Goodes Ferry B	lvd	1							
1 Danville St	0.23	9500	G	92%	0%	3% 1%	3%	0%	F	0.089	F	0.505	9900	G	2002
				To:		Mecklenburg A	.ve								
~~~				From:		Danville St									
1 Mecklenburg Ave	0.16	7700	G	94%	0%	2% 1%	3%	0%	F	0.085	F	0.505	8100	G	2002
<u> </u>				To	U	JS 58 BUS; SR 47 A	tlantic St								
1 Mecklenburg Ave	0.08	7500	G	94%	0%	2% 1%	3%	0%	F	0.092	F	0.539	7800	G	2002
				т											
Maakkanhuun Aus	0.50	0700		From:	00/	Windsor St	20/	00/		0.000		0.500	0000		2002
1 Mecklenburg Ave	0.58	8700	G	94%	0%	2% 1%	3%	0%	F	0.090	F	0.503	9000	G	2002
~~~				From:		E Ferrell St									
1 Mecklenburg Ave	2.26	5900	G	94%	0%	2% 1%	3%	0%	С	0.096	F	0.526	6100	G	2002
<u> </u>				To:		NCL South Hi	11								
Mecklenburg County															
~~~				From:		NCL South Hi									
{1}	3.54	1700	G	94%	0%	2% 1%	3%	0%	F	0.090	F	0.657	1700	G	2002
<u> </u>				To:		Brunswick County	Line								
				From:		North Carolina Stat	e Line								
4	4.53	520	G	87%	0%	2% 1%	9%	0%	F	0.088	F	0.522	520	G	2002
				To:		outh End Of John H.									
				From:		orth End of John H. l									
(4)	1.46	890	G	87%	0%	2% 1%	9%	0%	С	0.114	F	0.626	890	G	2002
<u> </u>				To: From:		58-707 Castle He	ights								
4	4.50	900	G	87%	0%	2% 1%	9%	0%	F	0.098	F	0.558	900	G	2002
				To:		US 58 Gills									
				From:		North Carolina Stat	e Line								
15	4.76	2800	G	87%	1%	2% 1%	10%	0%	F	0.089	F	0.514	2800	G	2002
(15)	•		-	J. /V					•	2.000	•			-	
$\sim$	0.50	0000		From:		58-722 South of Cla		001		0.404	-	0.540	0000	^	0000
15	0.59	6600	G	87%	1%	2% 1%	10%	0%	F	0.101	F	0.518	6600	G	2002
				To-		SCL Clarksvill	ie								
Town of Clarksville				-											
$\sim$	0.70	0000		From:	401	SCL Clarksvill		001		0.404		0.540	0000		0000
15	0.73	6600	N	87%	1%	2% 1%	10%	0%	N	0.101	N	0.518	6600	N	2002
~				To: From:		US 58		1							
15	0.88	7900	G	92%	1%	3% 1%	4%	0%	F	0.101	F	0.528	7800	G	2002
				To-		NCL Clarksvil									
		_					_			_				_	

Macking   Train   2 Train   Hour   Factor						IVIECI	delibulg Mailitel	iance An	ea							
15	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
15	Mecklenburg County				From		Mar at 1 3		ī							
1.80   6300   G   77%   O%   3%   7%   8%   O%   F   0.086   F   0.533   6300   G   200	(45)	0.84	7900	N		1%			0%	N	0 101	N	0.528	7800	N	2002
1.60	(15)	0.04	7000		Ta:	170				.,	0.101	.,	0.020	7000	.,	2002
SE 29 Near Funch Stone   F 0.101   F 0.515   1700   G 201	(15)	1 60	6300	G		0%			0%	F	0.086	F	0.533	6300	G	2002
15	(15)	1.00	0000		Ta:	070				•	0.000	•	0.000	0000	Ü	2002
Chestoric County Line   Ches	(15)	6.83	1700	G	From: 87%	0%			0%	F	0 101	F	0.515	1700	G	2002
Town of South Hill	(15)	0.00	1700	Ŭ		070				•	0.101	•	0.010	1700	Ü	2002
AT   W Atlantic Street   0.63   7200   G   92%   0%   2%   1%   4%   0%   F   0.086   F   0.548   7200   G   201	Town of South Hill						*		-							
Thomas St   Thom	Town or South Tim				From:		Mecklenburg A	ve								
April   W Atlantic Street   0.23   6100   G   92%   09%   29%   11%   44%   09%   C   0.083   F   0.621   6100   G   200	(47) W Atlantic Street	0.63	7200	G	92%	0%	2% 1%	4%	0%	F	0.086	F	0.548	7200	G	2002
April   Company   Compan					To: From:		Thomas St		-							
Agriculty   Agri	(47) W Atlantic Street	0.23	6100	G	92%	0%	2% 1%	4%	0%	С	0.083	F	0.621	6100	G	2002
Watherite Street   0.39   6500   G   92%   0%   2%   1%   4%   0%   F   0.092   F   0.656   6500   G   200					To:		Opie Rd		ļ.							
WCI South Hill	47 W Atlantic Street	0.39	6500	G		0%	2% 1%	4%	0%	F	0.092	F	0.656	6500	G	2002
WCL South Hill					To:		WCL South Hi	11								
47	Mecklenburg County								•							
Second Street   Second Stree		7 70	0.400	_		00/			00/	_	0.00	_	0.045	0.400	0	0000
47	47)	7.70	3400	G	84% <u>—</u>	υ%	5% 1%	10%	υ%	۲	0.08	۲	0.615	3400	G	2002
1.46   2900   G   84%   0%   5%   19%   10%   0%   F   0.083   F   0.612   2900   G   200																
47	(47)	5.28	3100	G	84%	0%	5% 1%	10%	0%	F	0.088	F	0.613	3100	G	2002
Second Street   Second Street   O.21   7300   G   88%   1%   3%   1%   7%   0%   O%   O   O.091   F   O.501   4100   N   200	<u> </u>				From:		58-660		-							
Second Street   Second Street   O.21   7300   G   88%   1%   3%   1%   7%   0%   O%   O   O.091   F   O.501   4100   N   200	(47)	1.46	2900	G	84%	0%	5% 1%	10%	0%	F	0.083	F	0.612	2900	G	2002
Second Street   0.48   4100   N   88%   1%   3%   19%   7%   0%   N   0.091   N   0.501   4100   N   200	<u> </u>				To:		58-600		-							
FCL Chase City   FCL	47)	5.20	4100	N		1%	3% 1%	7%	0%	Ν	0.091	Ν	0.501	4100	Ν	2002
SR 49, WCL Chase City   SR 49   WCL Clarksville   WCL Clar	$\smile$				To:		ECL Chase Cit	ty								
47   E Second Street   0.48   4100   G   88%   1%   3%   1%   7%   0%   C   0.091   F   0.501   4100   G   200     47   E Second Street   0.21   7300   G   88%   1%   3%   1%   7%   0%   F   0.099   F   0.512   7200   G   200     47   0.05   NA	Town of Chase City															
A7   E Second Street   0.21   7300   G   88%   1%   3%   1%   7%   0%   F   0.099   F   0.512   7200   G   200		0.40	4400	_		40/			00/	_	0.004	_	0.504	4400	_	0000
47   E Second Street   0.21   7300   G   88%   1%   3%   1%   7%   0%   F   0.099   F   0.512   7200   G   200     47   47   0.05   NA	47 E Second Street	0.48	4100	G	88%	1%	3% 1%	7%	0%	C	0.091	F	0.501	4100	G	2002
186-5 Main St   186-5 Main S																
A7	47 E Second Street	0.21	7300	G	88%	1%	3% 1%	7%	0%	F	0.099	F	0.512	7200	G	2002
SR 49, SR 92   SR 49, SR 92   SR 49, SR 92   SR 49, SR 92   SR 49, WCL Chase City   SR 49, WCL Chase					From:		186-5 Main S	t	-							
47   49   N Main Street   0.24   7500   G   93%   1%   3%   0%   3%   0%   F   0.088   F   0.523   7500   G   200     47   49   N Main Street   1.02   6500   G   92%   1%   2%   1%   4%   0%   C   0.094   F   0.548   6500   G   200     47   49   N Main Street   1.02   6500   G   92%   1%   2%   1%   4%   0%   C   0.094   F   0.548   6500   G   200     47   5.54   1900   G   82%   1%   4%   1%   12%   0%   F   0.086   F   0.544   1900   G   200     49   8.64   1300   G   91%   1%   3%   0%   5%   0%   F   0.089   F   0.568   1300   G   200     49   58   1.75   12000   G   84%   1%   3%   1%   11%   0%   F   0.085   F   0.52   12000   G   200     49   58   0.97   10000   G   84%   1%   3%   1%   11%   0%   F   0.083   F   0.517   9900   G   200     49   58   0.97   10000   G   84%   1%   3%   1%   11%   0%   F   0.083   F   0.517   9900   G   200     49   58   0.88   7900   G   92%   1%   3%   1%   4%   0%   F   0.101   F   0.528   7800   G   200   G	(47 <i>)</i>	0.05	NA								NA			NA		
The proof   From     From     SR 49, WCL Chase City     SR 49, WCL Chase City   SR 49,					To: From:		SR 49, SR 92		-							
E FIFTH ST	(47) (49) N Main Street	0.24	7500	G		1%	3% 0%	3%	0%	F	0.088	F	0.523	7500	G	2002
49 N Main Street   1.02   6500   G   92%   1%   2%   1%   4%   0%   C   0.094   F   0.548   6500   G   200					To:		E FIFTH ST									
SR 49, WCL Chase City   SR 49, WCL Chase	A7 A9 N Main Street	1.02	6500	G		1%		4%	0%	С	0.094	F	0.548	6500	G	2002
SR 49, WCL Chase City   From   SR 49, WCL Chase City   From   SR 49, WCL Chase City   From   Charlotte County Line   From   Halifax County Line   From   Halifax County Line   From   US 58 West Clarksville   US 58 East of Clarksville   From   WCL Clarksville   WC							SR 49, WCL Chase	e City								
SR 49, WCL Chase City   From   SR 49, WCL Chase City   From   SR 49, WCL Chase City   From   Charlotte County Line   From   Halifax County Line   From   Halifax County Line   From   US 58 West Clarksville   US 58 East of Clarksville   From   WCL Clarksville   WC	Mecklenburg County															
To: Charlotte County Line    Halifax County Line   Halifax County Line													_			
A9	47)	5.54	1900	G		1%			0%	F	0.086	F	0.544	1900	G	2002
49 8.64 1300 G 91% 1% 3% 0% 5% 0% F 0.089 F 0.568 1300 G 200  To US 58 West Clarksville  US 58 East of Clarksville  US 58 East of Clarksville  US 58 East of Clarksville  WCL Clarksville  Town of Clarksville  49 58 0.97 10000 G 84% 1% 3% 1% 11% 0% F 0.085 F 0.52 12000 G 200  WCL Clarksville  49 58 0.97 10000 G 84% 1% 3% 1% 11% 0% F 0.083 F 0.517 9900 G 200  Town of Clarksville  49 58 0.97 10000 G 84% 1% 3% 1% 11% 0% F 0.083 F 0.517 9900 G 200  Town of Clarksville  49 58 0.97 10000 G 84% 1% 3% 1% 4% 0% F 0.011 F 0.528 7800 G 200																
To: US 58 West Clarksville  US 58 East of Clarksville  US 58 East of Clarksville  US 58 East of Clarksville  From: WCL Clarksville  From: WCL Clarksville  From: WCL Clarksville  From: WCL Clarksville  49 58  0.97 10000 G 84% 1% 3% 1% 11% 0% F 0.083 F 0.517 9900 G 200  From: RT 15 & RT 58  49 15 0.88 7900 G 92% 1% 3% 1% 4% 0% F 0.101 F 0.528 7800 G 200		0.04	4000	_		40/			00/	_	0.000	_	0.500	4000	_	0000
Variable   Variable	49)	8.64	1300	G		1%			0%	F	0.089	F	0.568	1300	G	2002
49 58 1.75 12000 G 84% 1% 3% 1% 11% 0% F 0.085 F 0.52 12000 G 200  To WCL Clarksville  WCL Clarksville  49 58 0.97 10000 G 84% 1% 3% 1% 11% 0% F 0.083 F 0.517 9900 G 200  To WCL Clarksville  WCL Clarksville  From RT 15 & RT 58  49 15 0.88 7900 G 92% 1% 3% 1% 4% 0% F 0.101 F 0.528 7800 G 200	<del>-</del>															
To WCL Clarksville    WCL Clarksville	49 58	1.75	12000	G	84%	1%			0%	F	0.085	F	0.52	12000	G	2002
WCL Clarksville   WCL Clarks																
WCL Clarksville   WCL Clarks	Town of Clarksville						<u></u>									
(49) (15) 0.88 <b>7900 G</b> 92% 1% 3% 1% 4% 0% F 0.101 F 0.528 7800 G 200																
(49) (15) 0.88 <b>7900 G</b> 92% 1% 3% 1% 4% 0% F 0.101 F 0.528 7800 G 200	(49) (58)	0.97	10000	G	84%	1%	3% 1%	11%	0%	F	0.083	F	0.517	9900	G	2002
(49) (15) 0.88 <b>7900 G</b> 92 <u>% 1% 3% 1% 4% 0%</u> F 0.101 F 0.528 7800 G 200	$\sim$				To:		<u>R</u> T 15 & RT 5	8								
	49 (15)	0.88	7900	G	92%	1%			0%	F	0.101	F	0.528	7800	G	2002
							CL Clarksville									

Marchiburar County   Calculations   County   Calculations   Calc						Mec	klenburg Mainte	nance Ar	ea							
	Route	Length	AADT	QA	4Tire	Bus	•			QC		QK		AAWDT	QW	Year
49   15	Mecklenburg County															
1.60		0.84	7000	N		10/			0%	N	0.101	N	0.529	7900	N	2000
49   15   1.80   8300   G   87%   67%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%   67%   87%   67%   87%   67%   87%   67%   87%   67%   87%   67%	49 (15)	0.04	7 900	IN						IN	0.101	IN	0.526	7000	IN	2002
Second Street   0.23   2100   G   33%   1%   3%   0%   3%   0%   5%   0%   3%   0%   F   0.100   F   0.511   2600   G   200	$\neg \sim$	4.00	C200								0.000		0.500	0200		2000
49	49 (15)	1.60	6300	G	87%	0%	3% 1%	8%	0%	г	0.086	г	0.533	6300	G	2002
SS A09																
49	(49)	2.06	2700	G	93%	1%	3% 0%	3%	0%	F	0.100	F	0.511	2600	G	2002
SS-806	<u>~</u>						58-609									
Second Street   0.23   2300   G   933%   1%   3%   90%   3%   90%   F   0.09   F   0.563   2300   G   200	(49)	5.90	2400	G	93%	1%	3% 0%	3%	0%	F	0.102	F	0.553	2400	G	200
49   3.92   2300   G   93%   1%   3%   0%   3%   0%   F   0.09   F   0.563   2300   G   200	<u> </u>				To:		58-696									
Well-chase City	49)	3.92	2300	G		1%	3% 0%	3%	0%	F	0.09	F	0.563	2300	G	200
Wescond Street   0.23   2100   G   93%   1%   3%   0%   3%   0%   0%   C   0.094   F   0.513   2100   G   200	$\bigcup$				To:		WCL Chase C	City								
Wescond Street   0.23   2100   G   93%   1%   3%   0%   3%   0%   3%   0%   0%   C   0.094   F   0.513   2100   G   200	Town of Chase City															
SR 92							WCL Chase C									
Age   W Second Street   0.56   6200   G   93%   1%   3%   0%   3%   0%   0%   0%   0%   0	49) W Second Street	0.23	2100	G	93%	1%	3% 0%	3%	0%	С	0.094	F	0.513	2100	G	200
49   W Second Street   0.56   6200   G   93%   1%   3%   0%   3%   0%   0%   C   0.097   F   0.559   6200   G   200					To-		SR 92									
Endby St	(49) W Second Street	0.56	6200	G		1%	3% 0%	3%	0%	С	0.097	F	0.559	6200	G	200
### B Second St					To:		Endly St									
N Main Street	E Second St	0.19	6700	G		1%		3%	0%	F	0.094	F	0.552	6700	G	200
Second St.   Escond St.   Escond St.     Escond St.     Estitu St.   Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.     Estitu St.   Estitu St	49) = 5555			_						-		-				
SE Fifth St   1.02   6500   G   92%   1%   2%   1%   4%   0%   C   0.094   F   0.548   6500   G   200					From:											
Age   N Main Street   1.02   6500   G   92%   1%   2%   1%   4%   0%   0%   C   0.094   F   0.548   6500   G   200	(49) N Main Street	0.24	7500	G	93%	1%	3% 0%	3%	0%	F	0.088	F	0.523	7500	G	200
Mecklenbury County					To		E Fifth St									
SR 47	Ag N Main Street	1.02	6500	G		1%		4%	0%	С	0.094	F	0.548	6500	G	200
SR 47					To:		SR 47									
SR 47	Mecklenhurg County															
Sum of Clarksville   Sum of	—				From:		SR 47									
Second Clarksville   Second	(49)	3.95	1200	G	89%	0%	4% 1%	6%	0%	F	0.082	F	0.514	1200	G	200
Second Column   Second Colum					To:		Lunenburg Count	y Line								
S8					From:		Halifax County	Line								
S8   2.99   6100   G   84%   1%   3%   19%   11%   0%   F   0.078   F   0.511   6000   G   200	58	2.96	5200	G	84%	1%	3% 1%	11%	0%	F	0.084	F	0.581	5100	G	200
S8	<u> </u>				To:		58-735									
SR 49 West of Clarksville	58	2.99	6100	G		1%		11%	0%	F	0.078	F	0.511	6000	G	200
1.75   12000   G   84%   1%   3%   1%   11%   0%   F   0.085   F   0.52   12000   G   200					To:				1							
Town of Clarksville   WCL Clarksville   WCL Clarksville   S8   0.97   10000   G   84%   1%   3%   1%   11%   0%   F   0.083   F   0.517   9900   G   200		1 75	12000	G		10/			00/-		0.085		0.52	12000	G	200
Second   Clarksville   From   WCL Clarksville   Second   WCL Clarksville   Second   WCL Clarksville   Second   WCL Clarksville   WCCL	58)	1.75	12000	•		1 70			0 70	'	0.005	•	0.52	12000	O	200
Sa					<u> </u>		WCE Charksy	inc	<u> </u>							
S8	Town of Clarksville				From:		WCI Clarkey	ille								
No.   No.	58	0.97	10000	G	84%	1%			0%	F	0.083	F	0.517	9900	G	200
S8   T5   0.88   7900   G   92%   1%   3%   1%   4%   0%   F   0.101   F   0.528   7800   G   200	(30)				To:											
To   CL Clarksville	(F) (F)	0.88	7900	G		1%			0%	F	0 101	F	0.528	7800	G	200
Sample   State   Sta	(58) (15)	0.00	7500	J		1 70			070	•	0.101	•	0.020	7000	O	200
Sa   15	Maddanka C :						22 CHIROVII	•	ı							
S8   15   0.84   7900   N   92%   1%   3%   1%   4%   0%   N   0.101   N   0.528   7800   N   200	viecklenburg County				From:		CL Clarksvil	le	ı							
Solution   Solution	58 (15)	0.84	7900	N	92%	1%			0%	Ν	0.101	Ν	0.528	7800	Ν	200
Sample   S					To:											
To   WCL Boydton   WCL Boydt	(50)	8 28	4100	Δ		1%			0%	Δ	0.105	Δ	0 549	4100	Δ	200
Note	200	0.20	7100	^		1 /0			0 /0	^	0.100	^	0.5+8	7100	^	200
No.   No.	C						Web Boyun	, a 1								
No.   No.	lown of Boydton				From:		WCI Roydto	nn .	Г							
NCL Boydton	58	0.60	4100	N		1%			0%	N	0.105	N	0.549	4100	N	200
NCL Boydton   Note Note Note Note Note Note Note Note	33)					. , ,				• •		- •				
From NCL Boydton	Maaklanhuus Carret				•											
(58) 0.20 <b>4100 N</b> 83 <mark>% 1% 3% 1% 12% 0%</mark> N 0.105 N 0.549 4100 N 200	vieckiendurg County				From:		NCL Boydto	n	J							
	58	0.20	4100	N	83%	1%			0%	Ν	0.105	Ν	0.549	4100	N	200
				•			SR 92			-		-				

					IVICOI	ici ibui g	ividiritori	anoc 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			SR 92		1							
58	0.91	5200	G	83%	1%	3%	1%	12%	0%	F	0.085	F	0.531	5300	G	2002
(50)	4.88	5800	G	To: From: 83%	1%	3%	SR 386 1%	12%	0%	F	0.085	F	0.617	5800	G	2002
[58]				To: From:	.,,		SR 4	,		•		•				
58	4.23	5200	G	83%	1%	3%	1%	12%	0%	F	0.08	F	0.514	5200	G	2002
(58) (1)	3.43	8200	G	From: 92%	0%	US 3%	1 Big Fork	3%	0%	F	0.079	F	0.564	8500	G	2002
30 (1)				To: From:			SWCL So									
58 US 58 Bypass	2.59	11000	G	80% To:	1%	2%	1% ith Hill Nea	16%	0%	F	0.089	F	0.548	11000	G	2002
Town of South Hill						SCL SOL	iui IIIII INC	11-63								
58 US 58 Bypass	0.69	11000	N	From: 80%	1%	SCL Sou 2%	th Hill Nea	ar I-85 16%	0%	N	0.089	N	0.548	11000	N	2002
36) GG GG 2)page	0.00			To	1,0		S 58 Near 1			.,	0.000	.,	0.010		.,	2002
58 E Atlantic Street	0.29	19000	G	80%	1%	2%	1%	16%	0%	F	0.080	F	0.506	19000	G	2002
<u> </u>				To:		ECL Sou	ıth Hill Nea	ar I-85								
Mecklenburg County				From:		ECL Sou	ıth Hill Nea	ar I-85								
58	1.27	14000	G	80% To:	1%	2%	1%	16%	0%	F	0.084	F	0.515	13000	G	2002
Town of LaCrosse				10.		WC	L LaCross	e								
~~~				From:			L LaCross									
58	0.52	14000	N	80% To:	1%	2% FC	1% L LaCrosse	16%	0%	N	0.084	N	0.515	13000	N	2002
Mecklenburg County						LC	L Luciosse									
~~~	0.61	14000	N	From: 80%	1%	EC 2%	L LaCrosse 1%	16%	0%	N	0.084	N	0.515	13000	N	2002
[58]	0.01	14000	N	00 76	1 70	270		1076	0%	IN	0.004	IN	0.515	13000	IN	2002
(58)	1.98	11000	G	From: 80%	1%	2%	58-644 1%	16%	0%	F	0.077	F	0.51	11000	G	2002
				To		WC	CL Brodnax	(								
Town of Brodnax				From:		WO	CL Brodnax	<u> </u>								
58	0.46	11000	N	80%	1%	2%	1%	16%	0%	Ν	0.077	Ν	0.51	11000	Ν	2002
<u> </u>				To:		Brunsw	ick County	Line								
Town of Boydton Bus				From:		US 58 V	West of Bo	ydton								
58)	0.48	1700	G	96%	1%	2%	0%	1%	0%	F	0.103	F	0.56	1700	G	2002
Bus				To: From:			SR 92									
58	0.55	1200	G	96%	1%	2%	0%	1%	0%	F	0.123	F	0.632	1200	G	2002
Moddonbree C 4				To:		NC	CL Boydton	l								
Mecklenburg County Bus				From:			CL Boydton									
[58]	0.05	1200	N	96% To:	1%	2%	0%	1%	0%	N	0.123	N	0.632	1200	N	2002
Bus				From:			East of Boy S 1 North	dion								
58) (1) Danville St	0.16	5100	N	92%	0%	3%	1%	3%	0%	N	0.093	Ν	0.506	5300	N	2002
~ ~				To:		SCI	L South Hil	1								
Fown of South Hill Bus				From:		SCI	L South Hil	1								
58 1 Danville St	1.89	5100	G	92%	0%	3%	1%	3%	0%	С	0.093	F	0.506	5300	G	2002
Bus				From:		I	Locust St									
58 1 Danville St	0.28	6900	G	92%	0%	3%	1%	3%	0%	F	0.09	F	0.559	7200	G	2002
~ ~				Tn-		]	Plank Rd									

						Meck	lenburg l	Mainten	ance Are	ea							
Route		Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill																	
Bus	- 04	0.00	0200	_	From:	00/		ank Rd	20/	00/	_	0.007	_	0.500	0000	0	2002
58 1 Danvill	e Si	0.09	8300	G	92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8600	G	2002
Bus					To: From:		Goode	s Ferry Bl	vd								
58 1 Danvill	e St	0.23	9500	G	92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	9900	G	2002
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>					To: From:			lenburg A	ve								
Bus 58 1 Meckle	enburg Ave	0.16	7700	G	94%	0%	2%	nville St 1%	3%	0%	F	0.085	F	0.505	8100	G	2002
58) 1 Meckie	induig / wc	0.10	7700	•	To:	070	US 1; SR			070	•	0.000	•	0.000	0100	Ü	2002
Bus					From:			1; SR 47									
(58) Atlantic St		0.48	13000	N	94%	0%	2%	1%	3%	0%	N	0.079	N	0.511	13000	N	2002
Bus					To: From:		Wi	indsor St									
58 Atlantic St		0.66	13000	G	94%	0%	2%	1%	3%	0%	С	0.079	F	0.511	13000	G	2002
30)					To:		Ţ	US 58									
Aecklenburg Coun	tv																
North					From:		North Care						_				
85)		4.23	12000	Α	75%	1%	2%	0%	21%	1%	Α	0.142	Α		11000	Α	2002
	Combined	Traffic:	24000	Α	75%	1%	2%	0%	21%	1%	В	0.13	Α	0.578	21000	Α	
North					To: From:		5	58-903									
85)		8.14	12000	G	75%	1%	2%	0%	21%	1%	F	0.074	F		11000	G	2002
00)	Combined	Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
					To:		SCL	South Hil									
own of South Hill																	
North					From:			South Hil									
85)		0.25	12000	G	75%	1%	2%	0%	21%	1%	F	0.074	F		11000	G	2002
	Combined	Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
North					From:		Ţ	US 58									
85)		2.53	11000	G	75%	1%	2%	0%	21%	1%	F	NA			9500	G	2002
	Combined	Traffic:	20000	G	75%	1%	2%	0%	21%	1%	F	NA			18000	G	
					To:			US 1		1							
North		0.52	7200	•	From:	10/			210/	10/	_	0.000	_		GEOO.	0	2002
85	O a mala in a al 1	0.53	7300	G	75%	1%	2%	0%	21%	1%	F	0.082	F	0.545	6500	G	2002
	Combined	rame:	18000	G	75% To:	1%	2%	0% South Hil	21%	1%	F	0.074	F	0.545	16000	G	
, II I C							NCL	50dtii III									
<b>Aecklenburg Coun</b> North	<u>tv</u>				From:		NCL	South Hi	11								
85)		3.84	7300	G	75%	1%	2%	0%	21%	1%	F	0.082	F		6500	G	2002
	Combined	Traffic:	18000	G	75 <u>%</u>	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
					To:		Brunswic	k County	Line								
South					From:		North Care										
85)		4.59	12000	Α	75%	1%	2%	0%	20%	1%	В	0.131	Α		11000	Α	2002
$\smile$	Combined	Traffic:	24000	Α	75%	1%	2%	0%	21%	1%	В	NA			21000	Α	
South					To: From:		5	58-903									
85)		7.78	9500	G	75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
	Combined			G	75%	1%	2%	0%	21%	1%	F	NA			19000	G	
					To:			South Hil			•						
Town of South Hill																	
South					From:			South Hil							_		
85		0.40	9500	G	75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
~	Combined	Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
					To: From:		τ	US 58									
South																	
South 85		2.72	9500	G	75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
South 85	Combined			G G	75% 75%	1% 1%	2% 2%	0% 0%	20% 21%	1% 1%	F F	0.072 NA	F		8300 18000	G G	2002

					IVICCN	icibuid	iviainten	ance An	<del>c</del> a							
Route	Length	AADT	QA	4Tire	Bus		Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill				From:			US 1		1							
South (85)	0.29	11000	G	75%	1%	2%	0%	20%	1%	F	0.079	F		9200	G	2002
	ned Traffic:	18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
				To:		NCI	L South Hil	ll								
Mecklenburg County				From:		NO	C d III	11								
South	3.74	11000	G	75%	1%	2%	L South Hill	20%	1%	F	0.079	F		9200	G	2002
85 Combi	ned Traffic:	18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
				To			ick County									
Town of Boydton																
	0.32	1200	G	97%	0%	U	S 58 Bus 0%	1%	0%	F	0.102	F	0.694	1200	G	2002
92	0.52	1200	G	To:	0 70		L Boydton		0 70	ı	0.102	•	0.034	1200	O	2002
Mecklenburg County				•			-		•							
Michigan 2 County				From:			L Boydton									
92	9.25	1200	N	97%	0%	1%	0%	1%	0%	N	0.102	N	0.694	1200	N	2002
				10.		SCL	Chase Cit	у								
Town of Chase City				From:		SCL	Chase Cit	V	1							
92 S Main Street	0.44	3300	G	93%	1%	2%	1%	3%	0%	С	0.112	F	0.582	3300	G	2002
				To- From:			"B" ST									
92 S Main Street	0.23	3600	G	93%	1%	2%	1%	3%	0%	F	0.107	F	0.568	3600	G	2002
				To: From:		Sy	camore St		ŀ							
92 N Main Street	0.21	4800	G	93%	1%	2%	1%	3%	0%	F	0.099	F	0.549	4800	G	2002
				To: From:			Second St S RT 49									
92 (49) E Second St	0.19	6700	G	93%	1%	3%	0%	3%	0%	F	0.094	F	0.552	6700	G	2002
92) (49)				To:			NDLY ST									
92) (49) W Second Stre	et 0.56	6200	G	From: 93%	1%	3%	0%	3%	0%	С	0.097	F	0.559	6200	G	2002
02) 40)				To:		1	N SR 49		1.							
92)	0.22	3700	G	91%	0%	3%	1%	4%	0%	F	0.096	F	0.524	3700	G	2002
				To:		WCI	L Chase Ci	ty								
Mecklenburg County																
	3.42	3700	N	91%	0%	3%	L Chase Cit 1%	4%	0%	N	0.096	N	0.524	3700	N	2002
92	3.42	3700	IN	9170 	0 70				0 /0	IN	0.090	IN	0.324	3700	IN	2002
	0.21	3700	N	From: 91%	0%	3%	609; 58-684 1%	4%	0%	N	0.096	N	0.524	3700	N	2002
92	0.21	3700	14	3170	0 70			7 70	0 70	11	0.030	14	0.324	3700	14	2002
	1.52	3700	N	From: 91%	0%	3%	58-600 1%	4%	0%	N	0.096	N	0.524	3700	N	2002
92	1.02	3700	.,	To:	070		te County		070	11	0.000	14	0.024	3700	11	2002
Town of South Hill				·					•							
				From:			US 1									
138	0.38	3200	G	89% To:	1%	2%	1%	7%	0%	F	0.095	F	0.577	3200	G	2002
M 11 1 C :						NCI	L South Hil	11								
Mecklenburg County				From:		NCI	L South Hi	11	I							
(138)	2.89	2700	G	89%	1%	2%	1%	7%	0%	F	0.089	F	0.53	2700	G	2002
				To:		Lunenbu	urg County	Line								
				From:		Charlot	te County	Line								
600	0.84	90	R								NA			NA		08/14/2001
	0.04	70		From:		SR	92 WEST				N/ A			N.1.4		00/4//0001
600	0.91	70	R								NA			NA		08/14/2001
	6.47	000		From:		SI	R 92 MID				N. A			N.1.4		00/4 (/000 :
600)	0.17	220	R								NA			NA		08/14/2001
	0.54	000		From:			58-609				A I A			NIA.		4000
600	2.54	330	R	To:		ÇD	92 EAST		<del></del> 1		NA			NA		1998
						SR	92 EAST									

Route	Length	AADT	QA	4Tire		Tr	uck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Mecklenburg County						2Axle 3+Axle		21 rail		Hour		Factor			
600	0.72	330	R	From:		SR 92 EAST				NA			NA		1998
				To: From:		WCL Chase Ci									
600	2.23	300	G	96%	2%	1% 0%	0%	0%	С	0.1	F	0.613	300	G	2002
				From:		58-671 58-671 SOUT	Н								
600	3.65	60	R							NA			NA		08/06/2001
	0.78	90	R	From:		58-680				NA			NA		08/06/2001
600	0.76	90	K	To:		SR 47				INA			INA		06/00/200
				From:		Halifax County I	ine								
601)	0.80	80	R					_		NA			NA		10/29/2001
$\bigcirc$	4.70	400		From:		58-789				NIA			NIA		4000
601)	1.76	160	R	To:		58-732				NA			NA		1998
				From:		Halifax County I	ine	1							
602	0.90	310	G	94%	2%	2% 1%	2%	0%	F	0.112	F	0.569	310	G	2002
				To: From:		58-789									
602	2.00	270	G	94%	2%	2% 1%	2%	0%	С	0.11	F	0.516	270	G	2002
	0.66	60	R	From:		58-735				NA			NA		10/24/2001
602	0.00	00	K	To:		Dead End				INA			INA		10/24/2001
				From:		Charlotte County	Line								
603)	0.30	60	R							NA			NA		1998
0				To: From:		58-607									
603	2.00	100	R	To:		SR 47		1		NA			NA		08/14/2001
				From:		North Carolina Stat	e Line								
604)	1.00	46	R	<u> </u>		North Caronna Stat	c Line			NA			NA		09/24/2001
				To: From:		58-738		-							
604)	1.60	45	R							NA			NA		09/24/2001
				To: From:		SR 49									
604	1.90	90	R							NA			NA		1998
	0.70	70	R	From:		58-737				NA			NA		09/24/2001
(604)	0.70	70	IX.	To:		Halifax County I	ine			INA			INA		09/24/2001
				From:		58-609									
(605)	0.90	70	R							NA			NA		08/14/2001
	2.22			From:		58-695									1000
605	0.20	70	R	To:		Charlotte County	Line			NA			NA		1998
				From:		North Carolina Stat									
(606)	1.20	220	R	<u></u>						NA			NA		1998
				To:		SR 49									
(a)	0.70	100	R	From:		Charlotte County	Line			NA			NA		1998
607	0.70	100	IX.	To:		58-603				INA			INA		1990
				From:		Dead End									
608)	0.80	60	R							NA			NA		08/14/2001
				From:		US 58									
608	2.10	80	R	To:		58-660				NA			NA		1998
				From:		SR 49									
(609)	2.32	380	G	91%	2%	5% 0%	1%	0%	F	0.107	F	0.645	380	G	2002
				To:		58-763 SOUT									

					Meck	denburg	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		50 7	63 SOUTH	T								
609	1.68	320	G	91%	2%	5%	0%	1%	0%	F	0.093	F	0.590	320	G	2002
609	2.20	200	G	91%	2%	5%	40 NORTH 0%	1%	0%	F	0.143	F	0.509	190	G	2002
609	2.30	290	G	From: 91%	2%	58-6 5%	10 NORTH 0%	1%	0%	F	0.138	F	0.526	290	G	2002
609	1.70	520	G	From: 91%	2%	5%	58-695 <b>0%</b>	1%	0%	С	0.161	F	0.518	520	G	2002
609	0.80	770	G	From: 91%	2%	5%	58-687 <b>0%</b>	1%	0%	F	0.108	F	0.574	770	G	2002
609	1.90	320	R	To: From:			92; 58-684		}		NA			NA		08/14/2001
				To:		Charlot	te County I	Line								
(610)	1.00	290	R	From:			te County I				NA			NA		1998
				To: From:			09 SOUTH									
610	1.90	140	R	To:			09 NORTH 58-696	1			NA			NA		1998
				From:			58-626									
611)	1.50	310	R	<u> </u>							NA			NA		1998
				To:		Brunswi	ck County	Line								
612)	1.32	560	R	From:		Brunswi	ck County	Line			NA			NA		1998
				To: From:		1.32 M	II NW OF	CL								
612	0.05	560	R	To:			58-903				NA			NA		1998
				From:					1							
613)	0.35	20	R	<u> </u>			SR 49				NA			NA		09/24/200
				To:			Dead End									
(614)	0.80	80	R	From:			Dead End				NA			NA		07/10/200
				To:			58-903									
615)	1.82	270	R	From:			58-707				NA			NA		10/15/200
615)	1.62	180	R	From:			58-678		•		NA			NA		10/15/2001
<u>615</u>	2.93	130	G	From: 82%	3%	6%	SR 4 1%	9%	0%	F	0.103	F	0.516	130	G	2002
				To: From:			58-669									
615)	3.46	200	G	82%	3%	6%	1% US 1	9%	0%	С	0.092	F	0.55	200	G	2002
615)	1.60	610	G	82% To:	3%	6%		9%	0%	F	0.1	F	0.516	610	G	2002
				From:			SR 4		j							
616)	0.25	120	R								NA			NA		1998
616)	2.10	260	R	From:			58-710				NA			NA		1998
617)	0.90	150	R	From:		D	Dead End				NA			NA		07/10/2001
	0.00	700		To: From:			58-903		-		N/A			N/A		4000
617)	2.30	730	R	To:			58-618				NA			NA		1998

					Meck	denburg Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-903									
618)	1.37	140	G	96%	1%	2% 1%	1%	0%	F	0.142	F	0.756	140	G	2002
618)	1.64	260	G	From: 96%	1%	58-619 2% 1%	1%	0%	F	0.108	F	0.649	260	G	2002
				To- From:		58-617		-							
618)	2.63	720	G	96%	1%	2% 1%	1%	0%	F	0.103	F	0.546	720	G	2002
618)	2.34	1000	G	96%	1%	58-769 <b>2%</b> 1%	1%	0%	F	0.101	F	0.557	1000	G	2002
	0.58	3200	G	From: 96%	1%	58-624 SOUT 2% 1%	H 1%	0%	С	0.095	F	0.593	3200	G	2002
(618)	0.56	3200	G	90% To:	170	SCL La Cross		0%	C	0.095	Г	0.593	3200	G	2002
Town of LaCrosse				From:		agr. r. g		ī							
(618)	0.23	3400	G	96%	1%	SCL La Cross 2% 1%	e 1%	0%	F	0.101	F	0.588	3400	G	2002
	0.47	4700		From:	40/	58-1507	40/	00/		0.405		0.540	4700		2000
<u>(618)</u>	0.17	4700	G	96%	1%	2% 1% 58-621	1%	0%	F	0.105	F	0.546	4700	G	2002
618)	0.35	1600	G	96% To:	1%	2% 1% WCL La Cross	1%	0%	F	0.105	F	0.517	1600	G	2002
Mecklenburg County								<u>.</u>							
(618)	0.84	1700	G	96%	1%	WCL LaCross	1%	0%	F	0.095	F	0.536	1700	G	2002
				To:		US 58									
619	1.22	670	G	94%	0%	58-751; 58-90 3% 0%	2%	0%	С	0.097	F	0.625	670	G	2002
619)	0.48	320	R	From:		58-618 WEST	Γ			NA			NA		07/10/2001
				To: From:		58-847		-							
619	0.14	360	R	To:		50 500				NA			NA		07/10/2001
(619)	2.46	290	R	From:		58-788				NA			NA		07/10/2001
				To: From:		58-620 58-626									
620	0.10	330	R			38-020				NA			NA		07/10/2001
(620)	4.00	190	R	From:		58-619				NA			NA		07/23/2001
				To: From:		58-647		-							
620	2.68	260	R	To:		58-624		1		NA			NA		07/23/2001
Town of LaCrosse				•				•							
621)	0.34	3500	G	97%	0%	58-618 1% 1%	1%	0%	F	0.099	F	0.522	3500	G	2002
(621)	0.18	1400	G	From: 97%	0%	US 58 1% 1%	1%	0%	F	0.099	F	0.619	1400	G	2002
				То:		NCL LaCross									
Mecklenburg County				From:		NCL LaCross	e	1							
621)	3.03	750	G	97%	0%	1% 1%	1%	0%	F	0.109	F	0.625	740	G	2002
(621)	1.80	280	G	From: 97%	0%	58-778 1% 1%	1%	0%	С	0.122	F	0.606	280	G	2002
				To: From:		US 1 WEST US 1 EAST									
621)	1.79	150	R	To:			Line			NA			NA		10/17/2001
						Lunenburg County	Line								

					ivieck	lenburg Mainten		ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-660		1							
622	1.60	170	R	<u> </u>		38-000				NA			NA		08/06/200
				To: From:		58-670									00/00/000
622	2.60	60	R	To:		SR 47; 58-662				NA			NA		08/06/200
				From:		58-621		1							
623	0.31	170	R							NA			NA		1998
623	2.68	180	R	From:		0.31 ME 58-62		•		NA			NA		10/17/200
				To:		Brunswick County									
624)	1.05	1500	R	From:		Brunswick County	Line			NA			NA		07/10/200
				To: From:		58-626 SOUTH									
624)	2.71	1100	G	97%	0%	1% 1%	1%	0%	С	0.105	F	0.692	1100	G	2002
(624)	0.71	1100	R	From:		58-618 SOUTH				NA			NA		07/19/200
				To:		SCL LaCrosse									
Town of LaCrosse				From:		SCL LaCrosse		1							
624)	0.14	1100	R			SCE Euclosse				NA			NA		07/19/200
<u> </u>	0.00	400		From:		58-618 NORTH	[			NIA			NIA		07/40/200
(624)	0.22	160	R	To:		58-1503				NA			NA		07/19/200
Mecklenburg County						20 1203									
				From:		Brunswick County	Line								
625	1.20	200	R							NA			NA		1998
				From:		58-611									
625	4.29	200	R	To:		58-624				NA			NA		1998
				From:		58-903									
(626)	3.00	990	G	96%	0%	3% 0%	1%	0%	F	0.1	F	0.612	990	G	2002
$\bigcirc$				From:	201	58-611	40/						4400		
626	4.04	1100	G	96% To:	0%	3% 0% 58-624 SOUTH	1%	0%	F	0.091	F	0.662	1100	G	2002
_				From:		58-624 NORTH									
626	2.40	740	G	96%	0%	3% 0%	1%	0%	С	0.092	F	0.642	740	G	2002
				To:		US 58									
007	1.64	250	R	From:		58-618				NA			NA		07/23/200
627	1.04	200		To:		58-620				1473			147 (		011201200
				From:		58-618									
628	0.20	200	R							NA			NA		1998
				To: From:		58-629									
628)	1.50	70	R							NA			NA		1998
				To:		58-630									
	1.00	160	R	From:		58-630				NA			NA		07/23/200
629	1.00	100	ĸ	т		50 ===				INA			INA		011231200
(629)	1.10	100	R	From:		58-752		t		NA			NA		07/23/2001
023				To:		58-628									
				From:		US 1									
630	2.30	590	R							NA			NA		11/01/2001
				To: From:		58-809									
(630)	4.60	110	R							NA			NA		07/23/2001
				To-		93-631									

					Meckleriburg Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	Peak Hour QK	Dir Factor	AAWDT	QW Year
Mecklenburg County				From:	59 621	1				
630)	3.50	560	R		58-631	J	NA		NA	11/19/2001
000				To	58-618	]				
				From:	58-630	]				
631)	1.90	250	R				NA		NA	1998
				To: From:	58-641	<del>]</del>				
631)	1.26	310	R				NA		NA	1998
	0.55		_	From:	58-903	}				07/00/0004
631)	0.55	30	R	To:	Dead End	1	NA		NA	07/23/2001
				From:	Dead End	<u> </u>				
632	0.70	120	R		Dead End		NA		NA	08/14/2001
<u> </u>				To:	58-682 SOUTH					
	1.10	250	R	From:	58-682 NORTH	j	NA		NA	1998
632	1.10	200	1	To:	Lunenburg County Line	1	IVA		IVA	1330
				From:	Dead End					
633	1.50	190	R			•	NA		NA	08/14/2001
				To: From:	SR 47	<u> </u>				
633)	3.20	120	R			_	NA		NA	1998
				To: From:	58-681	]				
633)	0.60	50	R				NA		NA	1998
				To:	Lunenburg County Line					
	1.30	310	R	From:	SR 47	j	NA		NA	08/06/2001
634)	1.50	310	IX.	т		7	INA		INA	00/00/2001
(624)	1.70	140	R	From:	58-745		NA		NA	08/06/2001
634)	10		••	To:	50 (01	1				00/00/2001
634)	0.49	160	R	From:	58-681		NA		NA	08/06/2001
004)				To	Lunenburg County Line					
				From:	SR 47					
(635)	1.65	320	R				NA		NA	07/30/2001
0				To: From:	58-659	<del>]</del>				
635	0.97	160	R				NA		NA	07/30/2001
	2.12			From:	58-764	}				
635)	0.10	360	R	To:	Lunenburg County Line	1	NA		NA	07/30/2001
				From:	58-654	1				
(636)	2.02	360	R		30 03 1		NA		NA	07/16/2001
				To	Lunenburg County Line					
				From:	NWCL SOUTH HILL					
637	1.65	940	G	90%	0% 5% 2% 2% 0%	С	0.096 F	0.678	940	G 2002
				To: From:	58-812	<del>]</del>				
637)	0.72	560	R				NA		NA	1993
	1 10	400		From:	58-653	}				07/40/0004
637)	1.18	420	R	To:	Lunenburg County Line	1	NA		NA	07/16/2001
				From:	Dead End	I				
638)	0.66	20	R	<u> </u>	Dead End	J	NA		NA	10/17/2001
				To:	US 1 WEST					
	0.00	GE0	D	From:	US 1 EAST	j	NΙΛ		NIA	1000
638)	0.90	650	R			1	NA		NA	1998
(20)	0.90	320	R	From:	58-621		NA		NA	1998
638)	0.00	320	.,	To:	58-639 WEST	1			14/1	1000

					Mecklenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:	50 C20 FACT							
638)	0.40	20	R	r tonii.	58-639 EAST		NA			NA		10/17/2001
(636)	0.10		•••	To	Dead End							10/11/2001
				From:	58-621							
639	1.90	100	R				NA			NA		10/17/2001
				To:	58-638 WEST							
639	1.20	300	R	rioii.			NA			NA		10/17/2001
				To:	Brunswick County Line							
				From:	Charlotte County Line							
640	0.70	120	R				NA			NA		08/14/2001
				To: From:	58-699 WEST							
(640)	2.40	110	R		70 COD GOLUMY		NA			NA		08/14/2001
				From:	58-609 SOUTH 58-609 NORTH							
640	2.00	280	R	<u> </u>			NA			NA		08/14/2001
				To:	58-696							
640	1.40	250	R	From:	30 070		NA			NA		08/14/2001
0,10				To:	SR 49							
				From:	58-631							
(641)	1.70	210	R				NA			NA		11/01/2001
				To:	58-903							
				From:	58-903							
642	2.83	830	R	т	<b>*</b> 0.440		NA			NA		11/01/2001
				10:	58-618							
	1.07	250	R	From:	58-642		NA			NA		11/01/2001
643)	1.07	250	K	To:	SCL SOUTH HILL GAP		INA			INA		1 1/0 1/200 1
				From:	ECL SOUTH HILL; GapTerminus							
643)	1.20	1000	R				NA			NA		11/19/2001
				To	Dead End							
$\bigcirc$				From:	US 58							
644)	0.15	40	R				NA			NA		1998
				From:	0.15 ME US 58							
644)	1.25	47	R	Tai	D. I.F. I.		NA			NA		07/10/2001
				To:	Dead End							
	1.91	340	R	From:	58-663		NA			NA		10/17/2001
645)	1.91	340	K	To:	58-664		INA			INA		10/1//2001
				From:	Dead End							
646)	0.05	10	R	<u> </u>	Dead End		NA			NA		07/23/2001
040				To:	58-618							
				From:	58-620							
647)	1.80	150	R				NA			NA		07/10/2001
				To:	58-626							
				From:	Dead End							
648)	0.64	120	R	т			NA			NA		1998
				10.	58-677							
	2.00	ΕOΛ	D	From:	US 1		NΙΔ			NIA		1000
649	2.00	580	R				NA			NA		1998
	0.00	400		From:	2.00 MN US 1		NIA.			N 1 A		40/47/0004
649	0.90	120	R	_			NA			NA		10/17/2001
	2.12	465		From:	58-844							10/17/2025
649	0.10	180	R	To:	CD 120		NA			NA		10/17/2001
				.0.	SR 138							

					Mecklenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\sim$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			🕶					
650	0.20	160	R	110111.	58-651		NA			NA		10/17/200
				To: From:	US 1							
650	1.54	1100	R	To:	58-903		NA			NA		11/01/200
				From:	58-664							
(651)	3.12	790	R				NA			NA		10/17/200
				To	WCL SOUTH HILL							
(652)	2.79	130	R	From:	Dead End		NA			NA		10/17/200
(652)				To:	SR 47 EAST							
652	2.00	480	R	From:	SR 47 WEST		NA			NA		07/16/20
002)				To:	Dead End							
$\bigcirc$			_	From:	Dead End							0=110100
653	1.00	90	R	To:	58-637		NA			NA		07/16/200
				From:	SR 47							
654)	1.00	560	R				NA			NA		07/16/20
				From:	58-636							
654)	0.50	220	R	_			NA			NA		07/16/20
654)	1.59	150	R	From:	58-868		NA			NA		07/16/20
054)				To:	Dead End							
$\bigcirc$				From:	58-664							
655	1.20	460	R	_			NA			NA		07/16/20
(GEE)	0.65	350	R	From:	58-656		NA			NA		07/16/20
655	0.00			To	58-854							01710720
655)	1.45	430	R	From:	30 03 1		NA			NA		07/16/20
_				From:	58-657							
655	0.79	880	R	To:	SR 47 EAST		NA			NA		07/16/20
				From:	SR 47 EAST							
655	3.30	100	R	To:	58-764		NA			NA		07/30/20
				From:	Dead End							
656)	0.70	20	R				NA			NA		07/16/200
				To:	58-655							
657)	3.30	240	R	From:	58-664		NA			NA		07/16/200
(001)				To:	58-655							
$\bigcirc$	4.05	20	_	From:	58-670		<b>N</b> 10			NIA		00/00/00
658	1.85	60	R		***		NA			NA		08/06/200
658	0.85	90	R	From:	58-830		NA			NA		08/06/200
000)				To:	SR 47 WEST		-					
658	0.45	50	R	From:	SR 47 EAST		NA			NA		07/30/200
658	0.10			To:	58-834							
658)	1.55	60	R	From:			NA			NA		07/30/200
				To:	58-660							
(650)	0.90	120	R	From:	58-635		NA			NA		1998
659	0.50			To	58-764		14/3					

Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			R 92	TTTGII	1		Tioui		1 40101			
660	3.10	300	G	93%	2%	2%	0%	2%	0%	С	0.128	F	0.784	300	G	2002
_				To: From:		58-677	NORTH		-							
660	1.50	290	G	93%	2%	2%	0%	2%	0%	F	0.124	F	0.657	290	G	2002
600	3.71	400	G	From: 93%	2%	58-671 <b>2%</b>	SOUTH 0%	2%	0%	F	0.112	F	0.674	400	G	2002
660	0.1 1			To:			WEST			•	0.112		0.07 1	100		
660	1.70	260	R	From:		SIC 17	WEST				NA			NA		1993
660	4.60	120	R	From:		58-	-661				NA			NA		07/30/2001
				To: From:		58-	-760		-							
(660)	1.20	140	R								NA			NA		07/30/200
-	0.10	180	R	From:		58-	-658				NA			NA		07/30/200
660	0.10	100		To:		SR 47	7 EAST				IVA			IVA		017507200
				From:		58-	-660									
661)	2.30	80	R	To:		50	((2		1		NA			NA		07/30/200
				From:			-662 WEST		<u> </u>							
662	2.26	220	R			SK 47	WEST				NA			NA		08/06/200
				To: From:		58-	-745		-							
662	0.30	90	R								NA			NA		08/06/200
				From:		58-	-661									
662	5.40	70	R	To		SR 47	7 EAST		1		NA			NA		07/30/200
				From:			S 1		1							
(663)	0.80	150	R								NA			NA		1998
				To: From:		58-	-709		-							
663	2.40	170	R								NA			NA		1998
	0.70	70		To: From:		US	S 58				NIA			NIA		40/47/000
663	0.70	70	R								NA			NA		10/17/2001
(663)	3.29	340	G	From: 85%	3%	3%	-673 <b>7</b> %	1%	0%	С	0.126	F	0.556	340	G	2002
(003)	0.20			To:	0,10		-664	.,,				•	0.000			
				From:		U	S 1									
(664)	3.06	600	G	85%	0%	4%	9%	1%	0%	С	0.099	F	0.565	600	G	2002
$\bigcirc$	4.07	F40		From:	00/		-663	40/	00/		0.400		0.547	540		0000
(664)	1.97	540	G	85%	0%	4%	9%	1%	0%	F	0.139	F	0.517	540	G	2002
(664)	2.81	310	G	From: 85%	0%	4%	-655 <b>9%</b>	1%	0%	F	0.098	F	0.514	310	G	2002
004)				To:			R 47									
				From:		58-	-664									
665	1.10	30	R	To:		Dag	d End		1		NA			NA		07/16/2001
				From:			-668		I							
(666)	0.10	60	R			36-	-008				NA			NA		1998
				To:		0.10 Mî	N 58-668									
(666)	2.60	50	R								NA			NA		07/16/2001
	_	6 - 1	_	From:		58-	-667		<u> </u>							
666	0.05	100	R	To:		£0	661				NA			NA		1998
				From:			-664									
(667)	1.00	40	R			58-	-669				NA			NA		07/16/2001
				To:		58-	-666									

			<u> </u>	4.7"		denburg N				- ^^	Peak	0::	Dir	A 414/5=	0111	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Mecklenburg County				From:		58	8-669									
668	1.60	90	R								NA			NA		07/16/2001
(668)	1.40	140	R	From:		58	8-666				NA			NA		1998
(000)				To		58	8-664									1000
				From:			3-615									
(669)	2.50	380	G	89%	2%	3%	4%	2%	0%	F	0.093	F	0.513	380	G	2002
660	0.42	560	G	From: 89%	2%	3%	S 58 4%	2%	0%	С	0.093	F	0.596	560	G	2002
(669)	0.12			To:			3-673				0.000		0.000			2002
669	1.69	330	G	89%	2%	3%	4%	2%	0%	F	0.097	F	0.739	330	G	2002
	4.05			From:	00/		8-674	20/	-00/		0.000	_	0.500	200		2222
669	1.35	390	G	89%	2%	3%	4%	2%	0%	F	0.099	F	0.598	390	G	2002
(669)	2.55	150	G	From: 89%	2%	3%	3-671 <b>4%</b>	2%	0%	F	0.133	F	0.674	150	G	2002
				To:			8-670									
(669)	1.72	310	G	89%	2%	3%	4%	2%	0%	F	0.112	F	0.514	310	G	2002
				To:			3-664									
(TO)	1.70	30	R	From:		58	3-622				NA			NA		08/06/2001
670	1.70	30	IX.	To			2.650		-		INA			INA		00/00/2001
670	1.90	50	R	From:		58	3-658				NA			NA		08/06/2001
				To: From:		58	3-675		-							
(670)	0.50	260	R	From:							NA			NA		1998
				Tn·			8-669									
	2.20	630	R	From:		S	R 47				NA			NA		1998
671)	2.20	030	K	To:		58-600	) NORTH	[			INA			INA		1990
$\bigcirc$				From:		08-600	) NORTH	[								4000
671)	0.36	350	R	_							NA			NA		1998
(074)	0.76	80	R	From:		58-600	) SOUTH				NA			NA		1998
<u>(671)</u>	0.10	00		To:			2 670		1		11/-1			14/3		1000
671)	0.97	120	R	From:		- 30	3-679				NA			NA		1998
				To- From:		0.97 N	1S 58-679	)	-							
671)	3.00	100	R	From:							NA			NA		08/06/2001
<u> </u>				To: From:			) NORTH ) SOUTH									
671)	3.99	150	G	93%	1%	3%		2%	0%	С	0.132	F	0.722	140	G	2002
				To: From:			NORTH									
(674)	1.37	190	G	93%	1%	3%	SOUTH 0%	2%	0%	F	0.121	F	0.522	190	G	2002
671)	1.01			To:	170		8-669	270	070	•	0.121	•	0.022	100		2002
				From:		58	3-678									
672)	2.85	60	R	_							NA			NA		07/16/2001
				From:			NORTH SOUTH									
672	2.60	70	R								NA			NA		07/16/2001
				To:			8-663									
$\bigcirc$	0.00	440	_	From:	00/		8-669	20/	00/	_	0 444	_	٥.	440	_	2000
673	0.20	410	G	87% To:	2%	3%	6% 8-663	2%	0%	С	0.111	F	0.5	410	G	2002
				From:			58; SR 4									
674)	1.50	350	G	93%	2%	2%	0%	3%	0%	С	0.112	F	0.605	350	G	2002
				To-		58	8-669									

					IVICCN	delibulg Mailiteliance An	ca							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		US 58	Ī							
675)	1.10	190	R	<u> </u>		05 36			NA			NA		1998
				To: From:		58-677								
675	0.18	190	R	. —					NA			NA		1998
				From:		0.18 MS 58-677 0.18 MS 58-777								
675	2.52	90	R				-		NA			NA		1998
				From:		58-678								1000
675)	0.35	260	R	_					NA			NA		1998
(C7E)	0.15	340	R	From:		58-671 SOUTH			NA			NA		1998
675	0.10		- ` `	To:		58-671 NORTH								1000
675)	2.30	250	R	From:		36-0/1 NORTH			NA			NA		1998
				To:		58-670								
$\bigcirc$	0.40			From:		Dead End								07/40/0004
676)	0.40	20	R						NA			NA		07/16/2001
	0.50	20	R	From:		58-674			NA			NA		07/16/2001
676)	0.00			To		Dead End			147 (			1471		0171072001
				From:		US 58								
677	0.07	360	R						NA			NA		1998
				To: From:		58-848								
677	0.39	280	R						NA			NA		10/09/2001
	0.01	240	R	From:		58-703			NIA			NIA		1000
677	0.81	310	K	т		50.762			NA			NA		1998
677)	1.00	340	R	From:		58-762			NA			NA		1998
011)				To		58-841 NORTH								
677)	0.70	350	R	From:					NA			NA		1998
				To: From:		58-688								
677	3.90	70	R						NA			NA		10/09/2001
$\overline{}$				To: From:		58-691								
(677)	0.60	230	R	To:		SR 92 SOUTH			NA			NA		1998
				From:		SR 92 NORTH								
(677)	3.40	130	R	Tar		50.660.001,001			NA			NA		10/09/2001
				From:		58-660 SOUTH 58-660 NORTH								
(677)	3.00	100	R						NA			NA		1998
				To:		58-675								
(679)	2.50	140	R	From:		SR 4			NA			NA		10/15/2001
678		170		To:		58-707 EAST			11/-1			11/7		.0, 10,2001
	4.04	222		From:		58-707 WEST			NIA			NIA		10/15/0004
678	1.61	220	R	, I		<b>5</b> 0.55			NA			NA		10/15/2001
(679)	3.80	150	R	From:		58-615			NA			NA		10/15/2001
678	2.00			To:		US 58			•					
678)	0.90	830	R	From:		00.00			NA	_		NA		10/15/2001
				To: From:		58-672								
(678)	2.20	310	R						NA			NA		10/15/2001
$\overline{}$				To:		58-675								
<u> </u>	0.02	130	R	From:		SR 92			NA			NA		1998
679	0.02	130	ĸ	To:		0.02 MN SR 92			INA			INA		1 330

					IVIECKI	enburg Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		0.02 MN SR 92							
(679)	2.90	120	R			0.02 MI ( 010 ) 2		NA			NA		1998
				To		58-671							
				From:		58-671							
680	1.60	80	R					NA			NA		1998
				To: From:		1.60 ME 58-671							
(680)	1.30	90	R	From.				NA			NA		08/06/200
				To:		58-600							
				From:		58-633							
681)	1.80	100	R					NA			NA		08/06/200
				To:		58-634							
				From:		SR 49							
682	1.00	480	R					NA			NA		1998
				To: From:		58-683							
(682)	1.24	390	R					NA			NA		1998
				To: From:		58-632 SOUTH							
(682) (682)	0.06	290	R			_		NA			NA		1998
				To:		58-632 NORTH							
682	3.30	60	R	From:				NA			NA		08/14/200
				To:		58-840							
682	0.17	130	R	From:		20 0.0		NA			NA		1998
002				To:		SR 47							
				From:		Charlotte County Line							
683	3.19	210	R					NA			NA		08/14/200
				To:		SR 47 WEST							
	1.50	270	В	From:		SR 47 EAST		NIA			NIA		00/14/200
683	1.50	270	R					NA			NA		08/14/200
	4.00	400	_	From:		58-790							00/44/000
683	1.20	100	R	To		58-682		NA			NA		08/14/200
				From:									
	3.80	600	R	From.		SR 92; 58-609		NA			NA		08/14/200
684	3.00	000	ĸ	To:		SR 47		INA			INA		00/14/200
				From:		Dead End							
695	0.61	80	R			Dead Elid		NA			NA		08/06/200
685				To:		SR 49							
				From:		68-688							
(686)	2.90	100	R					NA			NA		08/06/200
				To:		SR 92							
_				From:		58-696							
(687)	1.99	100	R					NA			NA		08/14/200
				To:		58-609							
Town of Boydton				From:		LIG CO DLIG							
(00)	0.15	1000	G	92%	3%	US 58 BUS 2% 0% 3% 0%	F	0.103	F	0.512	1000	G	2002
688	0.10	1000	Ū	To:	070	WCL BOYDTON		0.100	•	0.012	1000	O	2002
Mecklenburg County													
MICKIGHDUIZ COURTY				From:		WCL BOYDTON							
688	2.74	610	G	92%	3%	2% 0% 3% 0%	F	0.136	F	0.578	610	G	2002
				To: From:		58-798							
688)	3.00	820	G	92%	3%	2% 0% 3% 0%	F	0.159	F	0.619	820	G	2002
				To:		58-689 SOUTH							
688	0.97	1300	G	92%	3%	2% 0% 3% 0%	F	0.218	F	0.765	1300	G	2002
688				To			· 						
600	1.28	830	G	92%	3%	58-697 <b>2% 0% 3% 0%</b>	F	0.153	F	0.735	830	G	2002
688	1.20	300	•	To:	3,0	58-695		5.150	•	2., 50	000	_	_002
						50 0/5							

ir AAWDT (111 760 131 760 140 1400 1400 1400 1400 1400 1400 140	QW     Year       G     2002       G     2002       G     2002       G     2002       G     2002       G     2002
760 762 1100 764 1200 721 910	G 2002 G 2002 G 2002
760 762 1100 764 1200 721 910	G 2002 G 2002 G 2002
1100 104 1200 121 910	G 2002 G 2002
1200 121 910	G 2002
21 910	
	G 2002
	G 2002
NA	
	1998
NA	1998
NA	1998
NA	10/09/20
NA	10/09/20
NA	10/09/20
NA	10/04/20
NA	1998
NA	10/04/20
NΛ	10/09/20
INA .	10/09/20
NA	1998
NA	1998
NΑ	08/14/20
IVA	00/14/20
NA NA	1998
NA	08/14/20
NA	1998
NA	1998
· · · · · · · · · · · · · · · · · · ·	NA NA NA NA NA

					Wiooki	eriburg ivi	antenane	· · · · · ·	<i></i>							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1 <sup>-</sup>			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		Dea	d End		- 1							
697)	0.89	160	R	<u> </u>		Dea	u Enu				NA			NA		11/19/200
<u> </u>				To: From:		0.89 ME	Dead End		-							
697)	0.11	160	R								NA			NA		11/19/200
				To: From:			SOUTH NORTH									
697)	3.10	330	R	<u> </u>		SK 49	NOKIII				NA			NA		1998
001)				To:		58-	-688									
<u> </u>				From:		58-	-609									
698)	2.20	260	R								NA			NA		11/19/20
				To: From:			SOUTH NORTH									
698)	3.20	760	R								NA			NA		11/19/20
				To:		58-	-701									
$\widehat{}$				From:		Dea	d End									
699	1.00	90	R								NA			NA		08/08/20
				From:		US	S 15									
699)	1.60	60	R	To:		50 611	DEACT				NA			NA		1998
				From:			) EAST ) WEST									
699)	2.30	120	R								NA			NA		1998
				To:		58-	-610									
$\bigcirc$			_	From:		US 15	WEST									1000
700	0.47	40	R								NA			NA		1998
	0.05			From:		US 15	EAST									00/00/00
700	0.25	40	R	To:		Dea	d End				NA			NA		08/08/20
				From:			SOUTH									
701)	0.46	70	R			SIC 49	300111				NA			NA		10/09/20
				To:		SR 49	NORTH		- 1							
701)	4.18	860	G	91%	3%	2%		3%	0%	С	0.155	F	0.791	860	G	2002
				To: From:		58-	-689									
701)	0.34	180	R	rioii.							NA			NA		10/09/20
				To-		58-	-688									
$\bigcirc$	2.12			From:		US	S 58									10/00/00
702	2.43	180	R	To:		50	-701				NA			NA		10/09/20
				From:			d End		1							
703)	0.80	100	R	<u> </u>		Dea	u EIIU				NA			NA		10/04/20
				To:		58.	-828									
703	2.78	240	R	From:		50	320				NA			NA		10/04/20
				To:			EAST									
703)	0.50	380	R	From:		US 58	WEST				NA			NA		10/09/20
703	0.50	500		To:		58-	-677				11/7			INC		10/00/20
				From:			d End		1							
704)	0.60	60	R	-		_ 74	**				NA			NA		10/04/20
				To: From:		58-	-705									
704)	1.40	120	R								NA			NA		10/04/20
				To:		58-	-707									
$\overline{}$			_	From:		Dea	d End									40:
705)	1.90	40	R								NA			NA		10/04/20
		•		To: From:		58-	-823		}							
705	2.00	260	R	To:		£0	-704				NA			NA		1998
				- 45-		38	-704									

					Mecr	klenburg Mainter	iance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-704		ı							
(705)	0.40	530	R			20 701				NA			NA		1998
				To:		58-756									
$\bigcirc$				From:		SR 49									101011000
(706)	0.25	10	R	To:		Dead End		1		NA			NA		10/24/200
				From:		SR 4									
707)	1.00	290	G	94%	2%	2% 0%	2%	0%	F	0.116	F	0.539	290	G	2002
				To		58-678 EAST	,	1.							
707)	2.22	210	G	94%	2%	2% 0%	2%	0%	F	0.119	F	0.68	210	G	2002
				To: From:		58-824									
(707)	2.10	280	G	94%	2%	2% 0%	2%	0%	F	0.103	F	0.588	280	G	2002
				To:		58-615		ŀ							
707)	3.00	680	G	94%	2%	2% 0%	2%	0%	F	0.11	F	0.556	680	G	2002
				To:		SCL BOYDTO	N								
Town of Boydton				From:		SCL BOYDTO	N	1							
(707)	0.31	1100	G	94%	2%	2% 0%	2%	0%	С	0.096	F	0.608	1100	G	2002
(707)				To:		58-1205		1.							
707)	0.13	1300	G	94%	2%	2% 0%	2%	0%	F	0.088	F	0.578	1300	G	2002
				To:		US 58 BUS; SR	. 92								
Mecklenburg County				From:											
<del></del>	1.60	120	R	From:		SR 4				NA			NA		1998
(708)	1.00	120		To:		58-669		1		14/4			INA		1550
				From:		58-615									
709	1.80	90	R							NA			NA		10/17/200
				To:		58-663									
	0.00	470	_	From:		SR 4				NIA			NIA		4000
(710)	3.90	170	R	To:		58-711 WES	Γ	1		NA			NA		1998
				From:		58-711 EAST									
(710)	1.00	100	R	. —						NA			NA		07/10/200
				To:		58-712									
€	0.80	290	R	From:		58-712; 58-71	3			NA			NA		1998
711)	0.00	200		To		50.616				147 (			14/1		1000
711	0.60	300	R	From:		58-616				NA			NA		1998
711)				To:		58-710 WES	r								
711)	0.20	300	R	From:		38-710 WES				NA			NA		1998
				To:		58-710 EAST	3								
711)	1.60	300	R	From:						NA			NA		1998
				To: From:		US 1									
711)	2.80	120	R							NA			NA		07/10/200
				To:		Dead End									
$\bigcirc$		6=6	_	From:		SR 4									40/45/225
712)	0.20	370	R							NA			NA		10/15/200
	2 00	100	C	From:	20/	58-715 10/ 10/	20/	0%	С	0.001	E	0.694	100		2002
712)	3.90	190	G	94%	2%	1% 1%	2%	U%	C	0.091	F	0.684	190	G	2002
	3.36	220	G	From: 94%	2%	US 1 1% 1%	2%	0%	F	0.114	F	0.654	220	G	2002
712	3.30	220	3	94 70 To:	∠ /0	North Carolina Stat		0 /0		0.114	1	0.004	220	G	2002
				From:		58-711; 58-71									
713	2.70	180	R							NA			NA		07/10/200
				To-		US 1									

To   S8-826   S8-826   S8-826   S8-826   S8-826   S8-826   S8-826   S8-822   S8-826   S8-82						IVICU	delibulg Mail	terrance A	lea							
Total	Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck xle 1Trail	2Trail	- QC	Peak Hour	QK		AAWDT	QW	Year
Tib	Mecklenburg County				From:		N d C T	7 T.	-							
	744	0.40	200	G					0%	C	0.096	F	0.667	200	G	2002
Time	(714)	0.40	200	Ū	_	170			070	I	0.000	•	0.001	200	Ŭ	2002
1.65					From:											
The color   The	(715)	0.33	140	G	95%	0%		% 1%	0%	С	0.111	F	0.667	140	G	2002
Total Field	(1.0)															
Does   End					From:		North Carolina	State Line								
Does   End     Does   End	(716)	1.65	70	R							NA			NA		10/15/2001
Total   Control   Contro					To:		Dead E	nd								
Total   North Carolina State Line	_				From:		North Carolina	State Line								
The content of the	(717)	0.80	210	G		2%			0%	С	0.132	F	0.517	210	G	2002
Table   Tabl					To:		58-826	j .								
Total   Tota					From:		North Carolina	State Line								
Total   Tota	(718)	0.70	140	R							NA			NA		10/15/2001
Table   Tabl					To:		58-826	j .								
Total Content of Con																
Total Content of Con	(719)	1.43	560	G		1%	3% 29	% 10%	0%	С	0.102	F	0.661	560	G	2002
Table     Table     Table     Table     Table     Table     Table					To:		58-825	i								
Total Control Contro					From:		58-785	j								
Total Control Contro	(720)	0.20	580	R					-		NA			NA		08/14/2001
Total					To:		SR 49									
Total   Control   Contro	$\bigcirc$				From:		Dead E	nd								
Columbia   Columbia	(721)	0.80	70	R							NA			NA		09/24/2001
Total Color					To: From:		US 15									
Total Color	(721)	0.70	280	R	·					-	NA			NA		1998
Total   Tota					To-		58-822	2								
Town of Clarksville   Town of Clarksville	_				From:		58-601									
Town of Clarksville   Town of Clarksville	(722)	1.65	130	R							NA			NA		10/29/2001
Town of Clarksville   Town of Clarksville					To:											
Town of Clarksville   Town of Clarksville	$\bigcirc$	1.00	200	В	FIOIII.		US 58 EA	AST			NIA			NΙΛ		10/20/2001
Town of Clarksville   Town of Clarksville	(722)	1.00	200	K							INA			INA		10/29/2001
220   1.79   250   R					To: From:		58-869	)								10/00/0001
220   1.79   250   R	(722)	0.53	140	R							NA			NA		10/29/2001
Town of Clarksville   Town of Clarksville					To: From:		58-731									
Town of Clarksville   Town of Clarksville	(722)	2.08	140	R							NA			NA		10/29/2001
Town of Clarksville   Town of Clarksville					To:		58-767	1		<u> </u>						
Town of Clarksville   Town of Clarksville	(722)	1.79	250	R							NA			NA		10/29/2001
Town of Clarksville   Town of Clarksville					To		Dead End: Gap	Terminus								
Town of Clarksville   Town of Clarksville	(722)	1.40	250	R	From:		., .,				NA			NA		10/24/2001
Town of Clarksville   Town of Clarksville	122				To:		50 720 W	CCT								
Town of Clarksville   Town of Clarksville	(722)	0.03	660	R	From:		38-/30 W	ESI			NA			NA		10/24/2001
Town of Clarksville   Town of Clarksville	(122)	0.00	000								14/ (			1471		10/2-1/2001
Total   Tota		1.05	450		From:		58-730 EA	AST			NIA			NΙΔ		10/24/2001
To	(722)	1.25	450	ĸ						_	NA			NA		10/24/2001
Town of Clarksville	$\bigcirc$				To: From:		58-779	)								
Town of Clarksville	(722)	0.55	940	R	, I		***	nom.		ı	NA			NA		10/24/2001
Town of Clarksville																
WCL Clarksville   WCL Clarksville   Town of Clarksville     WCL Clarksville   WCL Clarksville     WCL Clarksville   WCL Clar	(722)	1 63	2500	G	ļ	1%			0%	ı F	0.094	F	0.605	2500	G	2002
Town of Clarksville    Town of Clarksville	122		_555	-		. 70					2.00 /	•	000		-	
(722) 0.13 <b>2500 N</b> 92% 1% 3% 3% 2% 0% N 0.094 N 0.605 2500 N 2002	Town of Clarkerille						·									
(722) 0.13 <b>2500 N</b> 92 1% 3% 3% 2% 0% N 0.094 N 0.605 2500 N 2002	TOWN OF CIACKSVINE				From:		WCL Clark	sville								
Try ECL Clarksville	(722)	0.13	2500	N	92%	1%			0%	N	0.094	Ν	0.605	2500	Ν	2002
					To:		ECL Clark	sville								

					Meck	lenburg l	Maintena	nce Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		ECL	01 1 31									
722	0.07	2500	N	92% To:	1%	3%	Clarksville 3% 5 NORTH	2%	0%	N	0.094	N	0.605	2500	N	2002
722)	0.83	4200	G	92%	1%	US 1:	5 SOUTH 3%	2%	0%	С	0.126	F	0.786	4200	G	2002
722	0.16	1300	R	To: From:		58-82	1 SOUTH				NA			NA		10/29/2001
722)	0.10	460	R	From:		58	3-1135		•		NA			NA		10/29/2001
722	0.14	390	R	From:		58	3-1136				NA			NA		10/29/2001
722)	0.40	310	R	From:			3-1137				NA			NA		10/29/2001
	0.60	410		To: From:		North Card	ead End olina State	Line			NIA			NA		00/24/2004
(723)	0.60	410	R	т							NA			NA		09/24/2001
723	1.50	460	G	94%	2%	3%	8-725 0%	1%	0%	F	0.095	F	0.551	460	G	2002
723	3.30	660	G	94%	2%	3%	8-728 0%	1%	0%	С	0.097	F	0.563	660	G	2002
723	0.22	600	G	94%	2%	3%	8-722 0% Clarksville	1%	0%	F	0.093	F	0.543	600	G	2002
Town of Clarksville						BCL	CIAIRSVIIIC									
723	0.53	680	G	94% To:	2%	3%	Clarksville 0% JS 15	1%	0%	F	0.087	F	0.592	680	G	2002
Mecklenburg County				-												
724)	1.80	70	R	From:			8-723 ead End				NA			NA		09/24/2001
(725)	0.90	170	R	From:			8-814				NA			NA		09/24/2001
				To:			8-723									
726	0.50	40	R	From:			8-737 ead End				NA			NA		09/24/2001
(727)	0.69	50	R	From:		North Card		Line			NA			NA		10/22/2001
	1.81	230	R	To: From:		0.69 N	MN OF SL		}		NA			NA		10/22/2001
(727)				To:			28 EAST									
727)	2.35	330	R	From:			28 WEST 8-871				NA			NA		1998
				From:			SR 49		<u>_</u>							
728	0.01	250	R	Tai			8-867				NA			NA		1993
728	1.90	170	R	From:							NA			NA		10/22/2001
728)	0.30	310	R	From:			27 WEST				NA			NA	_	10/22/2001
728)	0.47	340	R	From:			27 EAST				NA			NA		10/22/2001
				10.		5	8-811									

					Mecklenburg Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	ΔΔΙΛΛΙΙΙ	QW	Year
Mecklenburg County	0.00	400	_	From:	58-811	NIA		NIA		00/04/000
(728)	0.63	180	R	To:	59 722	NA		NA		09/24/200
				From:	58-723					
(720)	1.40	40	R	T TOME.	North Carolina State Line	NA		NA		09/24/200
729			•••	To:	58-735					00/2 // 200
				From:	Dead End					
730	0.70	90	R			NA		NA		10/24/200
				To- From:	US 58					
730       730	1.22	360	R			NA		NA		10/24/200
				From:	58-722					
(730)	1.10	400	R	To:	D1F-1	NA		NA		10/24/200
					Dead End					
	1.40	210	R	From:	58-722	NA		NA		10/29/200
731)	1.40	210	K	To:	58-732	INA		INA		10/29/200
				From:	US 58 WEST					
732	0.40	120	R	<u> </u>	US 36 WES1	NA		NA		10/29/200
(132)				To:	58-601					
(732)       (732)	0.90	280	R	From:	38-001	NA		NA		10/29/200
(132)	0.00	200	•••	т	VIG 50 F A GT	147				10/20/200
(700)	0.60	540	R	From:	US 58 EAST	NA		NA		10/29/200
(132)	0.00	J-10	1			IVA		14/-3		10/23/200
	0.03	470	R	From:	58-731	NA		NA		10/29/200
732	0.03	4/0	ĸ			INA		INA		10/29/200
	4.07	220		From:	58-767	NIA		NIA		40/00/000
732	1.27	230	R	To-	Dead End	NA		NA		10/29/200
				From:						
(722)	0.01	70	R		58-735	NA		NA		1998
733	0.0.		••	To:	0.013/67.50 525					.000
700	1.81	70	R	From:	0.01 ME 58-735	NA		NA		1998
733	1.01	70		To	58-734	1471		14/ (		1000
				From:	SR 49					
(734)	0.10	440	R	<u> </u>		NA		NA		10/24/200
				To	58-733					
734)	1.20	330	R	From:	30-733	NA		NA		10/24/200
				To	58-800					
734)	0.70	330	R	From:	36-800	NA		NA		10/24/200
(104)				To:	58-730					
(734)	0.35	770	R	From:	36-730	NA		NA		10/24/200
(734)				To:	US 58					
				From:	North Carolina State Line					
735)	1.20	80	R	<u>-</u>		NA		NA		09/24/200
				To	58-729					
(735)	1.50	190	G	93%	2% 2% 0% 3% 0%	C 0.139	9 F 0.60	7 190	G	2002
(735)				To	58-867 Gap Terminus					
735	0.75	200	ь.	From:	SR 49 Gap Terminus	NIA		K I A		1000
(735)	0.75	200	R			NA		NA		1998
	0.40	00	_	From:	58-736	A14		A.1.A.		4000
735)	3.16	80	R			NA		NA		1998
				From:	58-602					
735)	1.70	470	G	93%	2% 2% 0% 3% 0%	F 0.117	7 F 0.57	70 470	G	2002
				To:	US 58					

					Meck	lenburg Mainte	enance Area							
Route	Length	AADT	QA	4Tire	Bus		Fruckde 1Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				r										
(736)	2.90	80	R	From:		58-735			NA			NA		10/22/200
(736)				To-		58-602								
				From:		North Carolina St	ate Line							
737	1.20	140	R						NA			NA		09/24/200
				From:		58-738								00/04/000
737)	0.50	240	R						NA			NA		09/24/200
	0.60	310	R	From:		SR 49			NA			NA		09/24/200
737	0.00	310	K						INA			INA		09/24/200
737)	3.00	150	R	From:		58-829			NA			NA		09/24/200
(131)	0.00			To:		58-602								00/2 1/20
				From:		58-737								
738	2.00	140	R						NA			NA		09/24/200
				From:	N	C State Line; Gap	Terminus							
738	0.80	240	R						NA			NA		09/24/200
				From:		58-604								
738)	1.80	360	R	To:		CD 40			NA			NA		09/24/200
				From:		SR 49								
730	0.20	40	R			58-637			NA			NA		1998
739	0.20			To:		58-879								
739	0.70	20	R	From:		30-0/9			NA			NA		07/16/200
,700)				To:		Dead End	l							
				From:		58-723								
740	1.00	160	R						NA			NA		09/24/20
				To:		Dead End								
	0.90	30	R	From:		Dead End			NA			NA		08/14/20
741)	0.50	30	1	To:		SR 47			IVA			IVA		00/14/200
				From:		WCL Chase City	; SR 49							
(742)	0.18	370	R						NA			NA		08/06/200
				To:		WCL Chase City	r, SR 92							
	0.70	00	_	From:		58-660			NI A			NIA		07/20/20
(743)	0.70	60	R	To:		Dead End	1		NA			NA		07/30/20
				From:		Charlotte Count								
744)	1.20	110	R	<u> </u>		Charlotte Count	, Eme		NA			NA		08/14/200
<u> </u>				To:		SR 47								
$\bigcirc$				From:		58-634								
745	2.30	80	R	To:		58-662			NA			NA		08/06/200
				From:		North Carolina St	ata Lina							
746	1.00	160	R			Norm Caronna St	ate Line		NA			NA		10/15/200
(740)				To:		Dead End	I							
		·		From:		58-723					·			
(747)	0.47	80	R						NA			NA		09/24/200
				To:		Dead End	-							
<u> </u>	0.15	۵	R	From:		Dead End	l		NA			NA		10/24/200
748)	0.15	9	ĸ	т —		0.153.575	15.1		INA			INA		10/24/200
(740)	0.15	40	R	From:		0.15 MN Dead	1 End		NA			NA		10/24/200
748)	0.10	-7√	• • • • • • • • • • • • • • • • • • • •	To:		58-871	<u> </u>		. 1/1			14/1		15,2-7,200
				•										

					IVICCN	riennai d	Manien	ance An	са								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
Mecklenburg County				From:		D	ead End		1								
749	0.30	10	R	<u> </u>							NA			NA		10/29/200	
				To:			58-722										
	0.22	E40	_	From:	0%	US 2%	58 WEST	1%	00/	_	0.400	_	0.557	E40	_	2002	
750	0.32	540	G	96% To:	0%		0% Clarksvill		0%	F	0.109	F	0.557	540	G	2002	
Town of Clarksville								-									
			_	From:	201		Clarksvill		201	_		_	0.740				
750	0.76	800	G	96%	0%	2%	0%	1%	0%	F	0.099	F	0.512	800	G	2002	
	0.64	1100	G	From: 96%	0%	2%	0%	1%	0%	С	0.102	F	0.541	1100	G	2002	
750	0.04	1100	G	90%	0%			170	0%	C	0.102	Г	0.541	1100	G	2002	
750	0.09	310	R	From:		US	S 58 East				NA			NA		11/05/200	
750	0.00	010		To:			58-1103				1471			14/1		11/00/200	
(750)	0.09	80	R	From:		<u>:</u>	08-1103				NA			NA		11/05/200	
(100)				To:		Са	aroline St										
Mecklenburg County																	
	0.90	940	R	From:		D	ead End				NA			NA		07/10/2001	
751)	0.50	340	IX.	To:		58-6	19; 58-903	3			INA			INA		07/10/200	
				From:			ead End		1								
752	0.45	30	R								NA			NA		07/23/200	
				To:			58-629										
$\bigcirc$	0.70	400		From:		D	ead End				NIA			NIA		44/04/0004	
753	0.70	120	R	To			58-642		1		NA			NA		11/01/2001	
				From:			ead End		<u>.</u> [								
754)	1.11	190	190	R				caa Liia				NA			NA		1998
				To:			US 1										
$\sim$				From:			SR 47										
755)	0.07	1200	R								NA			NA		10/17/2001	
	0.00	440	_	From:			58-806				NI A			NIA		40/47/0004	
755)	0.83	410	R	To:			58-652		1		NA			NA		10/17/2001	
				From:			US 58										
756	0.59	790	G	96%	1%	2%	0%	0%	0%	F	0.107	F	0.661	790	G	2002	
				To:		SCL	BOYDTO	N									
Town of Boydton				From:		g or 1	DOM DEC		-								
(756)	0.37	820	G	96%	1%	2%	BOYDTO	0%	0%	С	0.089	F	0.513	820	G	2002	
(756)							58-1201										
756	0.29	580	G	From: 96%	1%	2%	0%	0%	0%	F	0.087	F	0.558	580	G	2002	
				To:			58-707										
756	0.12	200	R	From:							NA			NA		08/16/2001	
				To:		5	58-1213										
Mecklenburg County				From:			50.660		1								
(757)	1.00	120	R				58-660				NA			NA		08/06/2001	
1.31				To:		D	ead End							· ·· ·			
		<u></u>		From:			SR 47				<u> </u>						
(758)	1.00	90	R	_							NA			NA		07/30/2001	
				To:			ead End										
<del></del>	1.50	310	R	From:			US 58				NA			NA		1993	
759	1.50	310	ĸ	To:		D	ead End				INA			INA		1993	

					Meck	denburg Mainte	enance Area							
Route	Length	AADT	QA	4Tire	Bus		Fruckde 1Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County							ic IIIali Ziiali		rioui		i actor			
	1.30	50	R	From:		58-660			NA			NA		07/30/2001
(760)	1.30	50	K	To-		Lunenburg Coun	ty Line		INA			INA		07/30/200
				From:		US 1	1							
761)	0.53	220	R						NA			NA		07/30/2001
				To: From:		58-873	1-							
761)	0.97	200	R						NA			NA		07/30/2001
				To:		Dead End								
$\bigcirc$	0.07	222	_	From:		58-702			NIA			NIA		00/00/000
(762)	0.37	220	R						NA			NA		08/08/200
	1.97	110	R	From:		58-856	<del>-</del>		NA			NA		08/08/200
762	1.91	110	K	. —					INA			INA		00/00/200
700	0.93	140	R	From:		1.97 ME 58-8	856	NA				NA		08/08/200
762	0.93	140	IX	To:		58-677			INA			INA		00/00/200
				From:		58-609 SOU	ТН							
763)	0.60	90	R						NA			NA		08/08/2001
				To:		58-875	1							
763)	0.79	160	R	FIOR			-		NA			NA		08/08/2001
				To:		58-609 NOR	TH							
$\bigcirc$			_	From:		SR 47								0=1001000
764	1.20	350	R						NA			NA		07/30/2001
				From:		58-655								0=1001000
764)	1.43	200	R	To:		58-635	1		NA			NA		07/30/2001
				From:		Dead End								
765) 0.60	0.60	230	R	<u> </u>		Dead End			NA			NA		07/30/2001
				To:		58-624								
				From:		US 58								
(766)	0.20	40	R						NA			NA		1998
				To:		Dead End								
	1.40	340	R	From:		58-732		NA				NA	10	10/29/2001
767)	1.40	340	K	To:		58-722			INA			INA		10/29/200
				From:		58-626								
(768)	0.73	90	R				-	NA		NA		07/10/2001		
				To:		Dead End								
$\sim$				From:		Dead End								
769	0.60	260	R	To:		50 (10			NA			NA		07/23/2001
				From:		58-618								
770	0.30	60	R	r toin.		Dead End			NA			NA		10/17/2001
770	0.00			To:		SR 138								10/11/2001
				From:		58-712								
(771)	0.70	140	R						NA			NA		07/10/2001
				To: From:		Dead End; Gap Tern US 1 Gap Tern								
771)	0.60	130	R	<u> </u>		OB 1 Gap 1em	iiiius		NA			NA		07/10/2001
		-		To:		Dead End								
		· <u> </u>		From:		Dead End								
772	1.00	60	R						NA			NA		08/08/2001
				To-		58-703	<u>_</u>							
$\bigcirc$	0.00	F0	_	From:		58-903			NI A			NI A		07/00/000
773	0.60	50	R	To-		Dead End	1		NA			NA		07/23/2001
						Doud Dild	•							

Route	Length	AADT	QA	4Tire	Bus 20 Add 21 Add 47 Tabil 27 Tabil	Peak	()K	AAWDT	QW	Year
Mecklenburg County	0			_	2Axle 3+Axle 1Trail 2Trail	Hour	Factor			
	0.80	9	R	From:	58-626	NA		NA	0	7/10/2001
(774)	0.00	J		To:	Dead End	]		14/3	01	710/2001
				From:	US 58					
775)	0.09	80	R			NA		NA		1998
				To: From:	0.09 MN US 58	}				
775	0.92	80	R			NA		NA	10	0/17/2001
				To: From:	58-645					
(770)	0.80	70	R	From:	Dead End	NA		NA	07	7/10/2001
776)	0.00		• • •	To:	58-647	]		147	0.	7.10/200
				From:	Dead End					
(777)	0.08	290	R	_		NA		NA		1993
				To:	US 58					
	0.00	240	_	From:	58-621	NIA.		NIA		1000
778	0.33	210	R			NA		NA		1998
	0.36	210	R	From:	0.33 MN 58-621	NA		NA		1998
778	0.50	210	K			1 1 1		INA		1990
	0.56	210	R	From:	0.69 MN 58-621	NA		NA		1998
778	0.00	2.0		To:	US 1	]		14/ (		1000
				From:	58-722					
779	1.70	240	R	_		NA		NA	10	0/24/2001
				To-	Dead End					
$\bigcirc$	0.50	440		From:	Dead End	NIA.		0	N.	1000
780	0.53	110	N	_		NA		0	N	1993
	0.17	110	R	From:	US 1; US 58	NA		NA		1993
780	0.17	110	K	To:	US 1	INA		INA		1993
				From:	58-728					
(781)	1.00	90	R			NA		NA	10	0/22/2001
				To:	SR 49					
			_	From:	58-660					
782	0.70	50	R	To:	Dood End	NA I		NA	0	7/30/2001
				From:	Dead End  Dead End					
(783)	1.00	40	R		Dead End	NA NA		NA	30	8/08/2001
1,000				To:	US 58 WEST	]				
783	0.65	60	R	From:	OS DO WEST	NA		NA	30	8/08/2001
				To:	US 58 EAST					
$\widehat{}$				From:	58-722					
784)	1.10	390	R	To:	DedEd	NA I		NA	10	0/29/2001
				From:	Dead End					
(785)	0.21	540	R	FIOIII.	SR 49	NA NA		NA	08	8/14/2001
(100)	<b></b> -			To:	58-720					
785	0.29	250	R	From:	30-120	NA		NA	08	8/14/2001
	-	-		To:	Dead End					
				From:	Dead End					
786	0.50	80	R			NA		NA	10	0/04/2001
				To:	US 58					
	0.35	10	R	From:	58-634	NA NA		NA	00	8/06/2001
787)	0.35	IU	ĸ	To:	Dead End	INA ]		INA	Uč	<i>,</i> ,∪∪,∠∪∪1

					Weckleriburg Waintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	/ Year
Mecklenburg County				From:	Dead End	Ì			
788)	0.90	150	R	<u>L</u>	Dead End	NA		NA	07/10/200
				To-	58-619				
$\bigcirc$				From:	58-602				
789	1.40	90	R	To:	59 (01	NA I		NA	1998
				From:	58-601 58-683				
790	0.30	30	R		38-083	NA		NA	08/14/200
(130)				To:	Dead End				
_				From:	58-640				
791	0.60	120	R	_		NA		NA	08/14/200
				To:	Dead End				
	0.60	20	ь.	From:	Dead End	NIA.		NA	00/06/200
792	0.60	20	R	To:	58-695	NA I		NA	08/06/200
				From:	58-697				
793	0.60	70	R	<u> </u>	36 077	NA		NA	08/06/200
				To:	Dead End				
				From:	Dead End				
794)	0.70	48	R			NA		NA	07/16/200
				To-	SR 47				
	1.26	160	R	From:	US 58; 58-675 HAYES MILL RD	NA		NA	10/09/200
795	1.20	100	IX.	To:	Dead End	]		IVA	10/03/200
				From:	58-821				
796)	0.30	340	R	<u> </u>	33 323	NA		NA	10/29/200
				To:	Dead End				
97) 0.8				From:	SR 92				
	0.80	90	R	To:	D 15.1	NA I		NA	08/06/200
				From:	Dead End				
798)	0.50	70	) R	Piolii.	58-688	NA NA		NA	10/15/200
(198)	0.00	70	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	]		14/1	10/10/200
				From:	58-664				
799	0.10	40	R			NA		NA	10/17/200
<u> </u>				To:	Dead End				
$\bigcirc$			_	From:	Dead End				
800	0.70	47	R	To:	58-734	NA I		NA	10/24/200
				From:					
801)	0.25	7	R		58-698	NA		NA	08/08/200
001)	0.20	-		To:	Dead End	1			00/00/200
				From:	58-684				
802	0.43	140	R			NA		NA	08/14/200
				To:	Dead End				
	0.00	400	_	From:	58-722			NIA	40/00/000
803	0.80	120	R	To-	Dead End	NA I		NA	10/29/200
				From:	US 15 SOUTH				
804)	0.60	90	R	<u> </u>	00 13 000111	NA NA		NA	09/24/200
				To:	58-846				
804)	0.40	470	R	From:	J0-0 <del>1</del> 0	NA		NA	09/24/200
				To-	US 15 NORTH				
				From:	SR 49				
805	2.05	270	R			NA		NA	08/14/200
				To-	58-600				

Route	Length	AADT	QA	4Tire	Bus 20-yla 21-Ayla 1-Trail 2-Trail	QC Peak QK	Dir AAWDT QV	N Year
Mecklenburg County				From:	ZAXIE 3+AXIE TITAII ZITAII	Hour	Factor	
806)	0.39	360	R	Piolii.	Dead End	NA	NA	10/17/2001
				To: From:	58-876			
806	0.17	390	R	To:	58-755	NA I	NA	10/17/2001
				From:	58-664			
807)	0.50	30	R		20 30 .	NA	NA	07/16/2001
				To-	Dead End			
808)	0.24	30	R	From:	Dead End	NA	NA	07/10/2001
000	0.21			To:	58-626			017107200
				From:	58-630			
809	0.40	40	R	To:	Dead End	NA	NA	07/23/2001
				From:	58-627			
810)	0.52	30	R	<u> </u>	36-027	NA	NA	07/23/2001
				To:	Dead End			
	1.32	210	R	From:	58-728	NA	NA	10/22/2001
811)	1.02	210	IX.	To:	58-723		INA	10/22/2001
_				From:	Dead End			
812	0.50	50	R	To:		NA	NA	07/16/2001
				From:	58-637 Dead End			
13) 0	0.50	80	R	<u> </u>	Dead End	NA NA	NA	09/24/2001
				To	58-722			
B14)	2.22		_	From:	58-725	214		00/04/0004
	0.60	40	R	To:	Dead End	NA	NA	09/24/2001
				From-	Dead End			
815)	0.65	230	R	-		NA	NA	11/01/2001
				To:	US 58			
(816)	0.60	40	R	From:	Dead End	NA NA	NA	08/06/2001
(810)				To:	58-688			
$\sim$				From:	Dead End			
817)	0.26	150	R	To:	58-600	NA I	NA	1998
				From:	58-710			
818)	0.75	60	R		20 /10	NA	NA	10/15/2001
				To-	Dead End			
	1.60	170	R	From:	1.20 MW 58-820	NA NA	NA	10/15/2001
819	1.00	170	IX.	To:	0.40 ME 58-820	INA	INA	10/13/2001
				From:	North Carolina State Line			
(820)	0.88	210	R	To:	50.010	NA	NA	10/15/2001
				From:	58-819			
821)	1.30	790	R	" <b>L</b>	Dead End	NA NA	NA	10/29/2001
				To:	58-796			
821)	0.90	1400	R	From:	** '/ *	NA	NA	10/29/2001
				To: From:	58-722			
821)	0.52	760	R		DJE 1	NA	NA	10/29/2001
				To:	Dead End			

		_				eckienburg i				_	Peak		Dir				
Route	Length	AADT	QA	4Tir	e Bu	IS.	3+Axle			$\alpha$	Hour	QK	Factor	AAWDT	QW	Year	
Mecklenburg County				From:		North Care	olina State	Line	i								
822	0.80	270	R	_							NA			NA		09/24/2001	
				To: From:		5	8-721										
822	1.00	70	R	To:		Do	ad End		1		NA			NA		09/24/2001	
				From:			ad End										
823	2.15	70	R	<u>_</u>		De	au Enu				NA			NA		10/04/200	
				To		5	8-705										
$\bigcirc$	0.70	40		From:		De	ad End									40/45/000	
824)	0.70	49	R	To:		5	8-707				NA			NA		10/15/200	
				From:		North Card		Line									
825)	2.07	460	G	85%	19		2%	10%	0%	С	0.084	F	0.55	460	G	2002	
				To: From:		5	8-719		}								
825)	1.06	170	R	_							NA			NA		10/15/200	
				To: From:			ad End										
(926)	2.70	60	R	From:		De	ad End				NA			NA		10/15/200°	
826				To		5	8-717										
826	1.30	150	R	From:			0-717				NA			NA		10/15/200	
				To:		De	ad End										
$\bigcirc$	4.00	4=0	_	From:		De	ad End									40/45/000	
827)	1.00	170	R	To			SR 4				NA			NA		10/15/200	
				From:			8-703										
828)	0.30 <b>1</b>	180	R	<u> </u>			0 703				NA			NA		10/04/200	
				To:		De	ad End										
				_	From:		De	ad End									00/01/000
829	0.95	90	R	To:		5	8-737		1		NA			NA		09/24/200	
				From:		Dead End											
830	0.58	20	R	<u> </u>			aa Dia				NA			NA		08/06/200	
				To:		5	8-658										
	1.50	20	_	From:		De	ad End				NΙΔ			NIA		00/06/200	
831)	1.50	30	R	To:		5	8-688				NA			NA		08/06/200	
				From:			JS 58										
832	0.50	60	R	_							NA			NA		08/08/200	
				To:			ad End										
	0.75	70	_	From:		5	8-651				NΙΔ			NIA		10/17/200	
833)	0.75	70	R	To:		De	ad End				NA			NA		10/17/200	
				From:			8-658		1								
834	0.50	60	R	_							NA			NA		07/30/2001	
				To:			ad End										
625	1.50	120	R	From:		De	ad End				NA			NA		10/15/200°	
835)	1.50	120		To:		5	8-678				11/			18/7		10/10/200	
				From:			ad End										
836	0.20	8	R	_							NA			NA		10/15/2001	
				To			8-819										
<u> </u>	0.40	60	ь	From:		De	ad End			· <u> </u>	NIA	_		NIA	· <u>-</u>	U2/33/3UU	
(837)	0.40	OU	ĸ	To:		5	8-903				INA			INA		011231200	
837)	0.40	60	R	To:		5	8-903				NA			NA		07/23/20	

					Mecklenburg Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea Hou	()K	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:	58-712						
838	0.35	60	R			NA			NA		10/15/200
				To-	Dead End						
$\overline{}$				From:	Dead End						
839	0.70	40	R	To:	50.657	NA I			NA		07/16/20
				From:	58-657						
040	0.40	70	R	FIOIII.	Dead End	l NA			NA		08/14/20
840	0.40	70	1	т	OD 45	I IV/	•		14/3		00/14/20
	0.13	80	R	From:	SR 47	NA			NA		1998
840	0.13	00	IX.	To:	58-682				INA		1990
				From:	58-677 NORTH						
841)	1.30	70	R		20 0// 1(01(1))	NA NA			NA		08/08/20
31)				To-	58-677 SOUTH						
				From:	Dead End						
342	0.35	30	R			NA			NA		07/10/20
				To:	58-713						
$\widehat{}$				From:	Dead End						
843)	0.32	20	R	_	ap 15	NA I			NA		07/30/20
<u> </u>				To:	SR 47						
$\frown$	0.00	40	_	From:	58-649	N. A.			NIA		40/47/00
344)	0.30	40	R	To:	Dead End	NA I			NA		10/17/20
				From:							
245	0.69	60	R		58-864	NA NA			NA		08/08/20
845)	0.00	00		To:	58-698		•		1473		00/00/20
				From:	58-804						
846	0.50	100	R		20 00 .	NΑ			NA		09/24/20
				To:	Dead End						
_				From:	58-619						
847)	0.55	80	R			NA.			NA		07/10/20
				To:	Dead End						
$\sim$			_	From:	58-677						1010110
848)	1.00	90	R			NA			NA		10/04/20
<u> </u>				From:	58-693						
848)	0.15	90	R	To:	D 15 1	NA I			NA		10/04/20
					Dead End						
	0.25	20	R	From:	58-712	l NA			NA		07/10/20
849	0.23	20	K	To:	Dead End	19/-			INA		07/10/20
				From:	SWCL SOUTH HILL						
850	0.28	30	R	<u> </u>	5 WCE 500 III IIIEE	NA NA			NA		10/17/20
030)				To:	Dead End						
				From:	SR 49						
351)	0.60	60	R			NA			NA		09/24/20
				To-	Dead End						
				From:	SR 49 SOUTH						
852	0.30	40	R			NA			NA		08/06/20
				To:	SR 49 NORTH						
$\bigcirc$				From:	58-616						101:-:::
853)	0.70	60	R	To:	DJF 1	NA I			NA		10/15/20
_					Dead End						
	0.40	90	D	From:	Dead End	N I A			NA		07/16/20
854)	0.40	80	R	To:	58-655	NA I	ı		INA		07/10/20
					36-033						

					Mecklenburg Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(.)K	$\Delta \Delta W (1) (1)$	W Year
Mecklenburg County				From:	58-621				
855	1.02	50	R			NA		NA	10/17/2001
				To:	Dead End				
$\bigcirc$	0.40	40	-	From:	58-762	NIA		NIA	40/00/0004
856	0.40	40	R	To:	Dead End	NA		NA	10/09/2001
				From:	US 15 EAST				
857)	1.09	210	R	<u> </u>	05 13 EA51	NA		NA	10/09/2001
001)				То:	US 15 WEST				
_				From:	US 15 EAST				
858	1.10	60	R	_		NA		NA	08/08/2001
				To:	US 15 WEST				
$\bigcirc$	0.00	40	_	From:	US 15 EAST	NIA		<b>N</b> IA	00/00/0004
859	0.89	49	R	To:	US 15 WEST	NA		NA	08/08/2001
				From:					
860)	0.50	20	R		58-903	NA		NA	07/23/2001
(000)	0.00		• • •	To:	Dead End	1471		100	0112012001
				From:	58-652				
861)	0.40	70	R			NA		NA	07/16/2001
				To:	Dead End				
$\sim$				From:	US 15				
862	0.30	260	R			NA		NA	10/09/2001
				To:	Dead End				
	0.45	40	R	From:	58-701 WEST	NΙΛ		NA	10/00/2001
863	0.43	40	K	To-	58-701 EAST	NA		INA	10/09/2001
				From:	Dead End				
864)	0.25	20	R	<u> </u>	Dead End	NA		NA	08/08/2001
004)				To:	58-845				
				From:	Dead End				
865	0.65	110	R			NA		NA	07/23/2001
				To:	58-650				
				From:	SR 49 WEST				
866)	0.24	130	R	To:	SR 49 EAST	NA		NA	10/22/2001
				From:					
(007)	0.23	110	R	rioiii.	SR 49	NA		NA	10/22/2001
867	0.20	110	1			IVA		IVA	10/22/2001
007	0.14	150	R	From:	58-735 Gap Terminus	NA		NA	10/22/2001
867)	0.14	130	IX	To:	58-728	INA		INA	10/22/2001
				From:	58-654				
868)	0.60	20	R	<u> </u>	20 001	NA		NA	07/16/2001
				To:	Dead End				
				From:	58-722				
869	0.70	90	R			NA		NA	10/29/2001
				To:	Dead End				
	0.05	-	_	From:	58-859	A1.4		A1A	00/00/0004
870	0.25	60	R	To:	Dead End	NA		NA	08/08/2001
				From:					
(074)	0.80	230	R	r roll.	SR 49	NA		NA	10/24/2001
871)	0.00	200	11	To:	50 707	INA		IVA	1012712001
(0.74)	0.66	590	R	From:	58-727	NA		NA	10/24/2001
871)	0.00	500		To:	US 58	11/7		101	1312-11200 I
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						ienburg Mainte		-							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		Dead End		ĺ							
872)	0.30	30	R	<u> </u>		Dead End				NA			NA		07/16/200
				To		58-669									
$\bigcirc$	4.00		_	From:		SR 138									4000
873	1.33	120	R	To:		58-761		1		NA			NA		1998
				From:		Dead End									
(874)	0.32	140	R							NA			NA		08/14/200
				To:		SR 47									
	0.05	50		From:		Dead End				NIA			NIA		00/00/000
875)	0.25	50	R	_						NA			NA		08/08/200
(17E)	0.05	50	R	From:		0.25 MS Dead	End			NA			NA		08/08/200
875)	0.03	30	IX.	To:		58-763				INA			INA		00/00/200
				From:		58-806		Ī							
876)	0.05	30	R							NA			NA		10/17/200
				To:		Dead End									
	0.27	40	R	From:		58-689 SOUT	ГН			NA			NA		08/06/200
877)	0.27	40	K	To:		58-689 NOR	ГН			INA			INA		00/00/200
				From:		Dead End									
878	0.55	80	R	<u>.                                    </u>						NA			NA		10/24/200
$\bigcirc$				To:		US 58; 58-72	22								
	0.44	20		From:		58-739				NIA			NIA		07/40/000
879	0.41	30	R	To		58-637				NA			NA		07/16/200
				From:		58-660		1							
880	0.20	70	R	<u> </u>						NA			NA		08/06/200
				To:		Dead End									
	0.55	40		From:		Dead End				NIA			NIA		4000
881)	0.55	46	R	To:		58-660				NA			NA		1998
				From:		US 1									
(884)	0.63	NA								NA			NA		
				To:		58-651									
$\bigcirc$	0.05	040	-	From:		Dead End				NI A			NIA		44/04/000
890	0.25	310	R	To:		58-642				NA			NA		11/01/200
				From:		Dead End									
899	0.08	NA								NA			NA		
				To	SR 47	7 BERNISE RODO	GERS ROA	.D							
$\bigcirc$		4=	_	From:	001	Brunswick Count		001		0.6=4	_	0.55.	4500		0000
(903)	0.95	1500	G	88%	0%	4% 3%	5%	0%	С	0.076	F	0.554	1500	G	2002
903 903 903	3.53	2400	G	From: 88%	0%	58-626 <b>4% 3%</b>	E0/	0%	F	0.004	F	0.501	2400		2002
(903)	3.53	<b>4400</b>	G	. —	U 7/0		5%	U-70	r	0.084	۲	0.501	<b>24</b> 00	G	2002
003	0.76	2600	G	From: 88%	0%	58-614 <b>4% 3%</b>	5%	0%	F	0.084	F	0.597	2600	G	2002
(903)	0.70			JO 70	J /0		<b>5</b> /0	<u> </u>		0.007		0.001			
903)	1.46	2700	G	From: 88%	0%	58-618 <b>4% 3%</b>	5%	0%	F	0.085	F	0.59	2700	G	2002
				To:		58-619; 58-7									
903)	0.93	2600	G	92%	1%	2% 2%	3%	0%	С	0.085	F	0.646	2600	G	2002
				To:		I-85 RAMI									
903)	2.94	940	G	92%	1%	2% 2%	3%	0%	F	0.091	F	0.551	940	G	2002
				To-		58-615									

Length	AADT	QA	4Tire	Bus		uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						, 1110	211411		rioui		1 dotoi			
4 10	520	G		1%		30/2	0%	E	0.1	E	0.731	520	G	2002
4.10	320	J	32 /0	1 /0		370	070	Į.	0.1	'	0.731	320	J	2002
3 25	1300	G	From: 92%	1%		3%	0%	F	0.089	F	0 642	1300	G	2002
0.20		_	To	.,,				-	0.000	•	0.0.2			
			From:		NCL SOUTH H	ILL								
0.34	NA								NA			NA		
			To-		Dead End									
			From:		US 58; 58-64	4								
0.52	NA								NA			NA		
0.20	420	В	From:		SR 49				NΙΛ			NΙΛ		08/06/2001
0.29	420	ĸ	To		WCL CHASE C	ITY			INA			INA		00/00/2001
					Web erings e.									
			From:		US 58									
0.23	290	G	99%	0%	1% 0%	0%	0%	С	0.105	F	0.581	290	G	2002
			To:		58-750									
			From:		58-1109									
0.35	160	R							NA			NA		11/05/2001
			To: From:		US 58									
0.17	180	R							NA			NA		11/05/2001
					58-1108									
		_	From:		58-1124									=
0.20	150	R	To:		50 1107				NA			NA		11/05/2001
			Erom:											
0.10	470	R	r tom.		58-1102				ΝΔ			NΔ		11/05/2001
0.10	470								14/5			IVA		11/03/2001
0.26	100	G	From:	10/		20/-	0%	C	0.121		0.565	100	G	2002
0.20	190	G	91 /0 To:	1 /0			0 76	C	0.121	'	0.505	190	G	2002
			From:			•	1							
0.19	120	R	<u> </u>		Dead End				NA			NA		11/05/2001
			To:		50 1100									
0.28	360	G	93%	1%		2%	0%	F	0 104	F	0 549	360	G	2002
0.20		_	To:	.,,				•		•	0.0.0			
0.08	630	G	From:	1%		2%	0%	C	0.084	F	0 509	630	G	2002
0.00	000	Ū	T	170		270	070	O	0.004	•	0.000	000	Ü	2002
0.25	1700	R	From:		US 58				NΔ			NΔ		11/05/2001
0.20	1700								14/5			IVA		11/03/2001
0.09	130	R	From:		58-1108				NΔ			NΔ		11/05/2001
0.09	130	IX.	To:		58-1110				INA			INA		11/03/2001
			From:				1							
0.09	30	R	<u> </u>		38-1109				NA			NA		11/05/2001
			To:	C										
		_	From:		US 58; Gap Term	inus								
0.18	200	R	To:		50 1100				NA			NA		11/05/2001
0.00	170	P	From:		58-1123				NΙΔ			NΔ		11/05/2001
0.08	.,,	11							INA			11/7		1 1/03/200 I
	310	G	From:	00/	58-1117	00/	00/		0.007		0.540	240		2002
0 40		l i	96%	0%	3% 0%	0%	0%	С	0.097	F	0.548	310	G	2002
0.18	310	•	To:		110 50									
0.18	310		To:		US 58									
0.18	730			1%	US 58 58-750 3% 0%	1%	0%	С	0.117	F	0.506	730	G	2002
	4.10 3.25 0.34 0.52 0.29	3.25 1300  0.34 NA  0.52 NA  0.29 420  0.23 290  0.35 160  0.17 180  0.20 150  0.10 470  0.26 190  0.19 120  0.28 360  0.08 630  0.08 630  0.09 130  0.09 30  0.18 200	4.10 520 G 3.25 1300 G 0.34 NA 0.52 NA 0.29 420 R 0.23 290 G 0.35 160 R 0.17 180 R 0.17 180 R 0.20 150 R 0.20 150 R 0.20 150 G 0.19 120 R 0.26 190 G 0.19 120 R 0.28 360 G 0.28 360 G 0.28 360 G 0.08 630 G 0.08 630 G 0.09 130 R 0.09 130 R	4.10 520 G 92%  3.25 1300 G 92%  0.34 NA From:  0.52 NA To  0.29 420 R  0.23 290 G 99%  To  0.35 160 R  0.17 180 R  0.20 150 R  150	4.10   520   G   92%   1%     3.25   1300   G   92%   1%     0.34   NA	SAME   SFAME   SS-615	SANE 3+Axe 11rail   SANE   S	A.10   520   G   92%   1%   2%   2%   3%   0%	A.10   520   G   92%   1%   2%   2%   3%   0%   F	A.10   520   G   92%   1%   2%   2%   3%   0%   F   0.1	A.10   520   G   92%   1%   2%   2%   3%   0%   F   0.1   F	A.10   S20   G   92%   1%   2%   2%   3%   0%   F   0.1   F   0.731	A   10   520   G   92%   1%   2%   2%   3%   0%   F   0.1   F   0.731   520	2A36e 34-AME 1Trail 2Trail Hour Factor    A10   520   G   92%   1%   2%   2%   3%   0%   F   0.1   F   0.731   520   G

					Bus 20-day 21-Aday 17-raily 27-raily	Peak [	Dir AAMBT OM Y
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour Fa	AAWDT QW Ye
Town of Clarksville				From:	58-1122		
1108	0.12	610	R		30 1122	NA	NA 11/05/
				To: From:	58-1105 South		
1108	0.32	60	R	To:	58-1105 North	NA I	NA 11/05/
				From:	58-1102		
1109	0.17	180	R			NA	NA 11/05/
				To:	58-1106		
1110)	0.19	30	R	From:	58-1105	NA NA	NA 11/05/
				To:	58-1108		
$\overline{}$	2.22	400	_	From:	58-750		14/05
1111)	0.82	180	R	To:	58-1146	NA I	NA 11/05/
				From:	US 15		
1112	0.08	80	R			NA	NA 10/04/
				To: From:	58-1113		
1113	0.08	60	R	rioiii.	58-1115	I NA	NA 10/04/
				To: From:	58-1116 Gap Terminus		
1113	0.13	60	R		58-1114 Gap Terminus	I NA	NA 10/04/
				To:	58-1112		
$\bigcirc$	0.00	150	_	From:	US 15	NA	NA 40/04
1114)	0.08	150	R	To:	58-1113	NA I	NA 10/04/
				From:	US 15		
1115	0.09	160	R	Tai	50 1112	NA	NA 10/04/
				From:	58-1113 US 15		
1116)	0.09	170	R		03 13	NA	NA 10/04/
				To:	58-1113		
$\bigcirc$	0.14	240	-	From:	58-1107	NA	NA 11/05/
1117)	0.14	210	R	To:	58-1102	NA I	NA 11/05/
				From:	58-1111		
1118	0.18	50	R	To:	50 1110	NA I	NA 11/05/
				From:	58-1119 58-750		
1119)	0.12	170	R		36-130	NA	NA 11/05/
				To: From:	58-1118		
1119	0.23	100	R	To:	50 1111	NA I	NA 11/05/
				From:	58-1111 68-750		
1120)	0.04	230	R		06-730	NA	NA 11/01/
				To:	WCL Clarksville		
Mecklenburg County				From:	WCL Clarksville		
1120)	0.75	230	R		WCL Clarksville	NA	NA 11/01/
				To:	Dead End		
Town of Clarksville				From:	Dead End		
1121)	0.04	60	R	<u> </u>		NA	NA 11/05/
				To:	58-1105		
(1122)	0.17	260	G	94%	US 58 1% 4% 1% 1% 0%	C 0.128 F 0.	.579 260 G 200
(1122)	0.17	200	3	94 /0 To:	58-1108	0.120 1 0.	5.5 <u>2</u> 00 G 200

					IVICCN			ca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clarksville				From:		58-1107		1							
(1123)	0.10	100	R			30 1107				NA			NA		11/05/2001
				To		Dead End									
$\bigcirc$	0.00	400	-	From:		58-1103				NIA			NIA		11/05/2001
1124	0.09	400	R	To:		US 58; 9th St				NA			NA		11/05/2001
				From:		US 58									
(1125)	0.31	800	G	96%	0%	2% 0%	1%	0%	С	0.136	F	0.798	800	G	2002
				To:		58-750									
	0.04	47	R	From:		58-750				NA			NA		11/05/2001
1126	0.04	7/	IX.	To:		58-1141				INA			INA		11/03/2001
				From:		58-1128									
(1127)	0.08	130	R							NA			NA		10/04/2001
				To:		US 58									
	0.03	20	R	From:		Dead End				NA			NA		10/04/2001
1128	0.03	20	K	Tai		50 1120 W				INA			INA		10/04/2001
1128	0.20	40	R	From:		58-1130 West				NA			NA		10/04/2001
(1120)				To:		58-1130 East									
				From:		Dead End									
(1129)	0.07	90	R	<sub>T</sub>						NA			NA		11/01/2001
				To: From:		US 58									
1130	0.10	70	R	110111		58-1128 East				NA			NA		10/04/2001
(1130)				To:		58-1128 West									
				From:		58-1142									
(1131)	0.34	360	R	т		***				NA			NA		11/01/2001
				From:		US 58 58-58									
(1131)	0.20	190	R							NA			NA		11/01/2001
				To:		58-750									
	0.17	60	R	From:		US 58				NA			NA		11/01/2001
1132	0.17	00	IX.	To:		58-750				INA			INA		11/01/2001
Mecklenburg County															
	0.45		-	From:		Dead End				NIA			NIA		44/04/0004
(1133)	0.15	50	R	To:		58-750				NA			NA		11/01/2001
				From:		58-722									
(1135)	0.11	30	R							NA			NA		10/29/2001
				To:		Dead End									
$\bigcirc$	0.47		-	From:		58-722				NIA			NIA		40/00/0004
(1136)	0.17	80	R	To:		58-1137				NA			NA		10/29/2001
				From:		58-722									
(1137)	0.08	60	R	_						NA			NA		10/29/2001
				To:		58-1136									
Town of Clarksville				From:		58-1108		1							
(1140)	0.09	120	R	<u> </u>		30-1100				NA			NA		11/05/2001
				To:		58-1141									
			_	From:		58-1126									
(1141)	0.15	150	R	To:		58-1140		1		NA			NA		11/05/2001
				- 1		38-1140									

					Meck	lenburg Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clarksville				From:		50 1121	i							
(1142)	0.22	100	R			58-1131			NA			NA		11/01/2001
(1142)				To:		Dead End								
				From:		58-1142								
(1143)	0.30	170	R						NA			NA		11/01/2001
				To:		US 58								
	0.47	40	_	From:		58-1142			N.1.A			NIA		44/04/0004
1144	0.17	40	R	To:		58-1145	1		NA			NA		11/01/2001
				From:		58-1131								
(1145)	0.05	140	R			30-1131			NA			NA		11/01/2001
				To:		58-1148								
(1145)	0.12	60	R	From:		20 11 10			NA			NA		11/01/2001
				To:		58-1143								
_				From:		58-1111								
1146	0.09	90	R						NA			NA		11/01/2001
				To: From:		58-1147	-							
1146	0.10	70	R						NA			NA		11/01/2001
				To-		Cul-de-Sac	<u> </u>							
$\bigcirc$			_	From:		Cul-de-Sac								
(1147)	0.05	10	R	To:		50 1146			NA			NA		11/01/2001
				r		58-1146								
(1148)	0.17	70	R			58-1142			NA			NA		11/01/2001
(1148)	0.17	70		To:		58-1145	1		147 (			147 (		11/01/2001
				From:		WCL Clarksvill	e I							
(1149)	0.10	20	R						NA			NA		11/01/2001
				To:		58-1131								
Town of Boydton							1							
	0.06	410	G	98%	0%	58-756 1% 0%	0% 0%	С	0.105	F	0.512	410	G	2002
(1201)	0.00	410	G	To:	0 70	US 58 BUS	070 070	C	0.103	'	0.512	410	U	2002
				From:		58-1205								
(1202)	0.13	840	R	<u> </u>					NA			NA		08/16/2001
				To:		US 58 BUS								
				From:		58-688								
(1203)	0.29	60	R						NA			NA		1998
				To:		NCL BOYDTO	N							
Mecklenburg County				From:		NCL BOYDTO	N I							
(1203)	0.11	60	R	<u> </u>		THE BOTBTO	,		NA			NA		1998
$\bigcup$				To:		Dead End								
Town of Boydton														
	0.11	200	R	From:		58-1205			NA			NA		1998
(1204)	0.11	200	K	_					INA			INA		1990
	0.06	100	R	From:		SR 92			NA			NA		1998
(1204)	0.00	100	ĸ			_			INA			INA		1330
	0.10	60	R	From:		58-1206			NA			NA		1998
(1204)	0.10	UU	ĸ	_					INA			INA		1330
	0.10	60	P	From:		58-1217			NIA			NIA		09/16/2004
(1204)	0.10	60	R	_					NA			NA		08/16/2001
	0.40	AC	В	From:		US 58 BUS			NIA			NI A		09/16/2004
(1204)	0.12	46	R	To:		ECL BOYDTO	v 1		NA			NA		08/16/2001
						LUL DUI DIO								

					Mecklenburg Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck	$\cap$ C	(.)K	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			۵۱ 	1 40101			
(1204)	0.06	10	R	Pioni.	ECL BOYDTON	N/	4		NA		08/16/2001
				To	Dead End						
Town of Boydton				From:	58-1206						
1205	0.07	80	R			N	A		NA		08/16/2001
(1205)	0.24	150	R	From:	58-707	N/	١		NA		1993
	0.08	550	R	To: From:	US 58 BUS	N/			NA		08/16/2001
(1205)	0.00	330	K	To	58-1204	117	`		INA		00/10/200
(1205)	0.03	20	R	From:		N/	A		NA		08/16/200
				To:	Dead End						
(1206)	0.13	250	R	From:	58-1205	N/	4		NA		08/16/200°
(1200)				To-	US 58 BUS						
1206	0.08	80	R			N/	A		NA		08/16/200
				To: From:	58-1204						
(1207)	0.06	70	R		SR 92	N/	4		NA		08/16/200
				To:	58-1206						
$\bigcirc$	0.06	70	R	From:	58-756	N/			NA		08/16/200
(1208)	0.00	70	K	To-	US 58 BUS	111/	١		NA		06/10/200
				From:	US 58 BUS						
(1209)	0.19	120	R	To:	ECL DOVINTON	N/	4		NA		08/16/200
Mecklenburg County					ECL BOYDTON						
Mecklenburg County				From:	ECL BOYDTON					-	
(1209)	0.03	100	R	To	Dead End	N/	A		NA		08/16/200
Town of Boydton					Dead End					-	
	2.21		_	From:	58-756 EAST						1000
(1210)	0.31	30	R	To:	58-756 WEST	N/	4		NA		1998
				From:	58-707						
(1211)	0.10	70	R	To:	D 10 1	N/	4		NA		08/16/200
Mecklenburg County				10.	Dead End						
Mecklenburg County				From:	58-707					-	
(1212)	0.82	46	R	To:	Dead End	N/	A		NA		08/16/200
Town of Boydton					Dead End						
				From:	58-1214						
(1213)	0.03	90	R	To:	58-756	N/	Α		NA		08/16/200
				From:	Dead End						
(1214)	0.10	60	R			N	A		NA		08/16/200
				To: From:	58-1213						
(1215)	0.07	20	R	Froil.	US 58 BUS	N/	4		NA		08/16/200
		-		To:	Dead End						
	2.22	<b></b> ^	_	From:	58-1209						00/40/222
(1216)	0.06	70	R	To	US 58 BUS	N/	4		NA		08/16/2001
					CO 30 BOS						

					IVIECK	ilenburg Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Boydton				From:		US 58 BUS	2	i							
(1217)	0.13	20	R	<u></u>		C5 36 BC	,			NA			NA		08/16/2001
				To:		58-1204									
$\bigcirc$	2.22	40		From:		58-1220 WE	ST								00/40/0004
(1218)	0.09	40	R							NA			NA		08/16/2001
	0.08	140	R	From:		58-1220 EAS	ST	-		NA			NA		08/16/2001
1218)	0.00	140	IX.	To:		50 1210				INA			INA		00/10/2001
(1218)	0.06	210	R	From:		58-1219				NA			NA		08/16/2001
				To:		58-707									
$\sim$				From:		58-1218									
(1219)	0.09	48	R	To:		Dead End		1		NA			NA		08/16/2001
				From:											
1220	0.16	60	R	<u> </u>		58-1218 EAS	51			NA			NA		08/16/2001
				To:		58-1218 WE	ST								
Mecklenburg County															
(1221)	0.11	270	R	From:		US 58 BUS	8			NA			NA		08/16/2001
(1221)	• • • • • • • • • • • • • • • • • • • •			To:		Dead End									00/10/2001
				From:		SR 47									
(1230)	0.22	70	R							NA			NA		07/16/2001
				To:		Dead End									
(1401)	0.56	50	R	From:		58-903				NA			NA		09/10/2001
(1401)	0.00		.,	To-		58-619				147 (			147 (		00/10/2001
Town of Brodnax															
	0.00	200	_	From:		Dead End				NIA			NIA		07/00/0004
1501)	0.06	220	R	To:		Brunswick Coun	ty Line	1		NA			NA		07/23/2001
Town of LaCrosse						Branswich Coun	.y Line								
				From:		0.08 MI S 58-	1520								
(1502)	0.14	80	R							NA			NA		07/19/2001
	0.40			From:		Dead End; Gap To	erminus			NIA			NIA		07/40/0004
(1502)	0.10	30	R	To:		0.06 MI N 58-	1503			NA			NA		07/19/2001
				From:		58-1511									
(1503)	0.02	130	R							NA			NA		07/19/2001
				To: From:		58-624		-							
(1503)	0.13	140	R							NA			NA		07/19/2001
$\frac{\circ}{\circ}$				To: From:		58-1505									
(1503)	0.26	710	G	96%	1%	2% 0%	1%	0%	С	0.089	F	0.585	710	G	2002
	2.22	4000		From:	40/	58-1520	40/	00/		0.400		0.544	4000		2222
(1503)	0.03	1200	G	96%	1%	2% 0%	1%	0%	F	0.103	F	0.544	1200	G	2002
	0.16	60	R	From:		US 58				NA			NA		07/19/2001
1503	0.10	90	K	To:		F0 151				INA			INA		0111812001
(1503)	0.07	50	R	From:		58-1518				NA			NA		07/19/2001
1303)	0.01			To:		58-1502				. */ \					510,2001
Town of Brodnax															
	0.00	420	P	From:		58-1524				NIA	· <u>-</u>		NIA	· <u>-</u>	07/22/2004
(1504)	0.22	120	R	To:		Brunswick Coun	tv Line	1		NA			NA		07/23/2001
							,								

					IVICCI	deriburg Mairite	nance A	ca							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of LaCrosse				From:		58-618									
1505	0.22	350	G	97%	0%	2% 0%	1%	0%	С	0.103	F	0.722	350	G	2002
1303	-			To:		58-1503						_			
				From:		58-624									
1506	0.14	50	R							NA			NA		07/19/200
				To: From:		58-1505									
(1506)	0.05	190	R							NA			NA		07/19/200
				To: From:		58-1512									
(1506)	0.07	30	R							NA			NA		07/19/200
				To:		Dead End									
	0.06	400	В	From:		Dead End				NIA			NIA		07/10/200
1507	0.26	480	R	To:		58-618				NA			NA		07/19/200
				From:		58-1503									
(1508)	0.12	250	R	<u> </u>		38-1303				NA			NA		07/19/200
(1500)	-			To:		58-1529									
(1508)	0.03	100	R	From:		38-1329				NA			NA		07/19/200
(1300)				To:		ECL LaCross	se								
Mecklenburg County															
$\sim$				From:		ECL LaCross	se								
(1508)	0.06	80	R							NA			NA		07/19/200
				To:		Dead End									
Town of LaCrosse				From:		Dead End		1							
(1509)	0.10	40	R	<u> </u>		Deut End				NA			NA		07/19/200
				To-		58-1523 Gap Ter									
$\bigcirc$	0.00	00	_	From:		Dead End; GapTe	rminus						NIA		07/40/000
(1509)	0.08	60	R	To		58-1507		1		NA			NA		07/19/200
				From:											
(1510)	0.31	90	R			SCL LaCross	se			NA			NA		07/19/200
(1510)	0.0.		•••	To:		58-1507									0.7.0.200
				From:		58-1503									
(1511)	0.11	130	R							NA			NA		07/19/200
				To:		58-1529									
				From:		58-1506									
(1512)	0.15	90	R	To:						NA			NA		07/19/200
						58-1503									
	0.21	130	R	From:		Dead End				NA			NA		07/19/200
(1513)	0.21	130	K	To:		58-1503				INA			INA		07/19/200
				From:		58-1520									
(1514)	0.05	30	R	<u> </u>		30 1320				NA			NA		07/19/200
				To-		Dead End									
Town of Brodnax															
				From:		Dead End									
(1515)	0.43	NA		To:	D	unswick County Lir	o. 12 1510			NA			NA		
				From:	BÜ		12-1310								
4546	0.24	70	R			58-1524				NA			NA		07/23/200
(1516)	0.27	10	11	To:		Brunswick Count	y Line			11/7			11/		511201200
Town of LaCrosse								1							
C C				From:		58-1520									
(1517)	0.08	110	R							NA			NA		07/19/200
				To:		NCL LaCros	se								

					IVICOI	lenburg i	vianitorio	1100 / 11	cu							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		NCL	LaCrosse		1							
1517	0.02	110	R	_							NA			NA		07/19/200
Town of LaCrosse				To-		l	JS 58									
				From:		58	3-1503									
1518	0.07	10	R	To:		De	ad End				NA			NA		07/19/20
				From:			ad End									
1519	0.05	10	R	To:			1502				NA			NA		07/19/20
				From:			3-1503 LaCrosse									
1520	0.04	60	R			WCL	Lucrosse				NA			NA		07/19/20
				To: From:		58	3-1528									
1520	0.06	70	R								NA			NA		1998
(1520)	0.22	180	R	From:		58	3-1517				NA			NA		1998
(1320)				To- From:		5	8-621									
1520	0.29	750	G	96%	1%	2%	0%	1%	0%	С	0.122	F	0.584	750	G	2002
<u> </u>	0.40			To: From:		58	3-1503									4000
1520	0.10	260	R	To:		ECL	LaCrosse				NA			NA		1998
Mecklenburg County									•							
1520	0.10	260	N	From:		ECL	LaCrosse				NA			0	N	1998
1520				To:		Ţ	JS 58								• • •	
Town of LaCrosse				From:		£(	1502		-							
1521)	0.11	260	R			30	3-1503				NA			NA		07/19/200
				To:			LaCrosse									
(1502)	0.08	70	R	From:		58	3-1509				NA			NA		07/19/20
(1523)	0.00			To:		De	ad End				107.			147 (		01710720
Town of Brodnax				From:			3-1516									
1524)	0.09	30	R			58	3-1516				NA			NA		07/23/200
				To:			3-1504									
(FOF)	0.09	30	R	From:		58	3-1516				NA			NA		07/23/200
(1525)	0.00			To:		58	3-1504				IVA			IVA		011201201
Town of LaCrosse				From:			1512									
1527	0.04	10	R	rioin.		58	3-1512				NA			NA		07/19/200
				To:		58	3-1513									
	0.07	100	R	From:		58	3-1520				NA			NA		07/19/200
1528	0.07	100		To:		NCL	LaCrosse				INA			INA		077197200
$\overline{}$				From:		58	3-1511									
1529	0.08	40	R	To:		58	8-1508				NA			NA		07/19/200
Mecklenburg County																
$\circ$	0.56	220	R	From:		De	ad End				NA			NA		10/09/200
(1601)	0.50	220	ri	To:		Ε(	8-1602				INA			INA		10/08/20
(1601)	1.11	660	R	From:			5-1002				NA			NA		10/09/200
$\bigcirc$				To:		J	JS 15									

					Mecki	enburg Maintena	nce Area	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				_											
	0.07	400		From:		58-1601				NIA			NIA		10/00/2001
(1602)	0.27	100	R	To-		Dead End				NA			NA		10/09/2001
				From:		58-1602		1							
(1603)	0.21	60	R	<u> </u>		38-1002				NA			NA		10/09/2001
(1003)				To:		Dead End									
				From:		58-1601									
(1604)	0.51	120	R							NA			NA		10/09/2001
<u> </u>				To:		Cul-de-Sac									
Town of Boydton															
	0.05	NA		From:		Cul-de-Sac				NΙΔ			NΙΛ		
9253	0.05	NA		To:		58-1201		1		NA			NA		
W. II. I. G. 4						36-1201									
Mecklenburg County				From:		58-620									
9255)	0.06	70	R							NA			NA		1998
				To:		58-620									
				From:		58-645									
9437	0.07	120	R							NA			NA		1998
$\bigcirc$				To:		58-645									
				From:		Cul-de-Sac									
9438)	0.18	430	R					-		NA			NA		1998
				To-		SR 47									
_				From:		US 58									
9468	0.07	540	R							NA			NA		11/19/2001
<u> </u>				To: From:		0.07 MN US 58									
9468)	0.25	340	R	From:				4		NA			NA		1998
$\bigcirc$				To		Dead End									
				From:		58-722									
9469	0.20	160	R							NA			NA		1998
				To:		58-722									
_				From:		58-650									
9530	0.40	320	R							NA			NA		1998
				To:		58-650									
				From:		Cul-de-Sac									
9534)	0.32	360	R							NA			NA		1998
				To:		58-698									
	0.40	0=0	_	From:		US 1									1000
9580	0.12	250	R							NA			NA		1998
<u> </u>				From:		0.12 MN US 1									
9580	0.32	340	R							NA			NA		1998
				To:		0.44 MN US 1									
$\bigcirc$				From:		58-697									
(9581)	0.35	500	R	To:		*0.500				NA			NA		1998
				10.		58-688									
Town of Chase City				From:		E Second St									
N.Boyd St	0.23	1100	G	97%	0%	1% 0%	1%	0%	С	0.105	F	0.513	1100	G	2002
1 N.Boyd St	0.20		•	To:	- 70	E Fifth St	.,,	7,0	Ŭ	555	•	0.0.0	. 100	_	
				From:		Sycamore St		1							
2 Endly St	0.13	1100	G	95%	0%	3% 1%	1%	0%	С	0.094	F	0.529	1100	G	2002
2 Endly St	5.10		•	To:	- 7.0	W Second St	. , •		-		•			_	
				From:		Second St									
2 Endly St	0.23	940	G	95%	0%	3% 1%	1%	0%	F	0.086	F	0.503	940	G	2002
100				To:		5Th St									

					ivieckieriburg iviainteriance Area										
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Chase City				From:		112									
3 Fourth St	0.06	330	G	97%	0%	N Boyd St 2% 1%	1%	0%	F	0.109	F	0.579	340	G	2002
186				To:		4Th St Main St									
3 Fourth St	0.07	170	G	97%	0%	Main St 2% 1%	1%	0%	С	0.139	F	0.654	170	G	2002
(3) Fourth St	0.07	170	0	To:	0 70	Marshall St	1 /0	070	C	0.133	'	0.004	170	U	2002
				From:		WCL Chase City		1							
W Fifth St	0.61	640	G	95%	0%		1%	0%	F	0.094	F	0.504	640	G	2002
186				To:		Old Southern R.R. Trac									
C E:## 04	0.40	0400	_	From:	00/	Old Southern R.R Trac		00/	0	0.007	_	0.500	0.400	0	2002
E Fifth St	0.19	2400	G	95%	0%		1%	0%	С	0.097	F	0.502	2400	G	2002
C L:th Ct	0.07	000		From:	00/	N Main St	1%	00/	г	0.105		0.541	000	G	2002
(4) E Fifth St	0.07	990	G	95% To:	0%	3% 1% Marshall St	170	0%	F	0.105	F	0.541	990	G	2002
				From:				1							
Marshall St	0.21	1800	G	96%	1%	Sycamore St 2% 1%	1%	0%	С	0.115	F	0.553	1800	G	2002
(5) Marshall St	V. <u> </u>		_	To:	.,,		. , ,		Ū	00	•	0.000		Ū	
Marshall St	0.23	1200	G	From: 96%	1%	Second St 2% 1%	1%	0%	F	0.11	F	0.623	1200	G	2002
(5) Marshall St	0.20	.200	•	To:	170	5Th St	170	7,0	•	0.11	•	0.020	1200	Ü	2002
				From:		Endly St									
6 E.Third St	0.20	320	G	96%	0%		0%	0%	С	0.102	F	0.548	320	G	2002
186				To:		N.Main St									
				From:		WCL Chase City									
519 W Sycamore St	0.61	380	G	94%	0%	5% 0%	1%	0%	С	0.108	F	0.524	380	G	2002
				To: From:		Madison St		}							
519 Sycamore St	0.36	1900	G	94%	0%	5% 0%	1%	0%	F	0.111	F	0.512	2000	G	2002
				To: From:		Main St									
519 Sycamore St	0.08	1300	G	94%	0%	5% 0%	1%	0%	F	0.125	F	0.533	1300	G	2002
(100)				To: From:		Marshall St		-							
519 Sycamore St	0.44	540	G	94%	0%	5% 0%	1%	0%	F	0.120	F	0.642	540	G	2002
(186)				To:		ECL Chase City									
Town of South Hill															
1 Brunswick Ave	0.16	350	G	From: 96%	0%	DanvilleSt 2% 0%	1%	0%	С	0.105	F	0.625	350	G	2002
Brunswick Ave	0.10	330	0	To:	0 70	Main St	1 /0	070	C	0.103	'	0.023	330	U	2002
				From:		Field Dr									
2 Charles St	0.28	190	G	94%	1%		1%	0%	С	0.108	F	0.636	190	G	2002
301				To:		Raleigh St									
				From:		Mecklenburg Ave									
3 301 Danville St	0.31	1500	G	96%	0%		1%	0%	F	0.115	F	0.667	1500	G	2002
3017				To:		Dortch St									
<u> </u>	_		_	From:		Danville St			_		_			_	
4 Dortch La	0.18	1500	G	98%	0%		1%	0%	С	0.112	F	0.709	1600	G	2002
				To:		Atlantic St									
5 Field Dr	0.09	410	G	From: 96%	0%	Charles St 2% 0%	1%	0%	С	0.113	F	0.565	410	G	2002
(5) Field Dr	0.09	410	G	90% To:	U 70	Pace Dr	1 /0	0 //0	C	0.113	r	0.505	410	G	2002
				From:		South Hill Ave		-							
6 Goods Ferry Rd	0.59	1400	G	98%	0%		1%	0%	С	0.096	F	0.536	1400	G	2002
Goods Ferry Rd				To		Danville St			-						
				From:		Danville St									
Lunenburg Ave	0.16	1400	G	95%	0%		2%	0%	С	0.091	F	0.578	1400	G	2002
301				To:		Atlantic St									
				From:		Thomas St									
8 Main St	0.45	1400	G	96%	0%		1%	0%	С	0.096	F	0.723	1400	G	2002
				To-		Mecklenburg Ave									

					IVICOI	acribary mainter	idi ioc 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill				From:		Maaklanhuun A	***								
8 Main St	0.69	2300	G	96%	0%	Mecklenburg A	1%	0%	F	0.106	F	0.562	2300	G	2002
8 Main St	0.00		•	To:		Maple La	.,,		•	01.00	•	0.002			
				From:		Main Street									
9 Maple St	0.07	NA								NA			NA		
301)				To:		US 58									
				From:		Mecklenburg A	ve								
10 Pace Dr	0.51	1100	G	96%	0%	2% 1%	1%	0%	С	0.086	F	0.692	1100	G	2002
301)				To:		Mecklenburg A	ve								
$\overline{}$				From:		SR 47									
11 Raleigh Ave	0.65	910	G	96%	0%	2% 0%	1%	0%	F	0.099	F	0.547	910	G	2002
_				To: From:		High St									
11 Raleigh Ave	0.86	650	G	96%	0%	2% 0%	1%	0%	С	0.105	F	0.632	650	G	2002
3017				To: From:		Charles St									
11	0.04	NA		rion.						NA			NA		
301/				To:		Forest Lane									
				From:		Plank Rd									
12 Thomas St	0.15	2000	G	96%	1%	2% 1%	1%	0%	С	0.094	F	0.535	2000	G	2002
<u></u>				To:		Atlantic St									
$\sim$				From:		Mecklenburg A									
13 Windsor St	0.49	2600	G	98%	0%	2% 0%	1%	0%	С	0.088	F	0.692	2600	G	2002
				To:		Atlantic St									
523 Goodes Ferry Blvd				From:		SCL South Hi					_			_	
	0.42	1400	G	95%	0%	1% 0%	3%	0%	С	0.090	F	0.573	1400	G	2002
				To: From:		South Hill Av Goodes Ferry I									
South Hill Ave	0.31	1200	G	95%	0%	1% 0%	3%	0%	F	0.104	F	0.508	1200	G	2002
				To:				1,	•		-			_	
South Hill Ave	0.22	1900	G	From: 95%	0%	First St 1% 0%	3%	0%	F	0.092	F	0.554	1900	G	2002
South Hill Ave	0.22	1300	0	To:	0 70	Danville St	370	0 70	'	0.032	'	0.554	1900	O	2002
				From:			NO.								
529) Chaptico Rd	0.46	2700	G	94%	0%	Mecklenburg A	2%	0%	F	0.087	F	0.557	2700	G	2002
529 Chaptico Rd	0.10	2.00	•	To:	070	Buena Vista Cir		0,0	•	0.007	•	0.007	2,00	Ü	
_				From:		Buena Vista C									
529 Chaptico Rd	0.59	1900	G	94%	0%	2% 2%	2%	0%	С	0.1	F	0.676	1900	G	2002
				To:		NCL South H	ill								
				From:		Danville St									
Plank Rd	0.38	2300	G	94%	0%	3% 1%	2%	0%	С	0.084	F	0.611	2300	G	2002
				To: From:		Opie St Plank Rd									
Opie Rd	0.26	2700	G	94%	0%	3% 1%	2%	0%	F	0.091	F	0.658	2700	G	2002
2519) Opie Rd	0.20		•	To:	0,0	Atlantic St		0,0	•	0.00	•	0.000		•	
				From:		Atlantic St									
2520) McCraken St	0.16	3700	G	98%	0%	1% 0%	1%	0%	F	0.094	F	0.549	3700	G	2002
McCraken St				To:		Lombardy St									
<u> </u>	22:	0.40-	_	From:	001	McCraken St		001	_	0.400	_	0.550	0.400	^	000
Lombardy St	0.64	3400	G	98% To:	0%	1% 0%	1%	0%	F	0.102	F	0.552	3400	G	2002
				From:		Ferrell St Mecklenburg A	ve								
E Ferrell St	0.32	3800	G	98%	0%	1% 0%	1%	0%	С	0.091	F	0.554	3800	G	2002
E Ferrell St				To:		Lombardy St									
				From:		Marshall St									
"A" St		160	G							0.119	F		170	G	2002
				To:		Fairground D	r								
				From:		Ogburn St							-		
Roak St		240	G							0.286	F	0.548	250	G	2002
				To		Roberts St									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Virginia Ave		180	G	From:		Sur	nset Ln			0.093	F		190	G	2002
				То:		Ma	son St								
				From:		Green	n Hill Rd		0.101						
Forest Ln		640	G							0.101	F		660	G	2002
				To:		Stoc	ckley St								
				From:		Rale	igh Ave		0.143						
High St		170	G							0.143	F		170	G	2002
				To-		Ba	ker St								
				From:		Lom	bardy St								
Holmes St		100	G					0.	0.109	F		110	G	2002	
				To:		Ber	nton St								